The Bombay Gazette.

No. 6,997.—New Series. BOMBAY:—THURSDAY, AUGUST 13, 1868. Annual Subscription in advance...Rupees Fifty Two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION. ₹

For year in advance, delivered in Town ....Rs.	52 0
including postage..... „	72 0
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line, but no Advertisement counted as less than eight lines.

DOMESTIC OCCURRENCES.

The Charge for notifying a Domestic Occurrence is One Rupee *and the announcement must be authenticated.*

BOMBAY.

BIRTH.

WILD—August 10th, at Ahmednuggur, the wife of Conductor Wm. Wild, Commissariat Department, of a son.

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (LIMITED), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, on the following dates:—

Leave Bombay		Leave Calcutta	
„ Carwar	15	„ Bimlipatam	15
„ Cochin	16	„ Vizagapatam	18
„ Tuticorin	19	„ Coconada	19
„ Colombo	20	„ Madras	23
„ Galle	29	„ Pondicherry	
„ Negapatam	24	„ Negapatam	24
„ Pondicherry		„ Galle	
„ Madras	27	„ Colombo	27
„ Coconada	29	„ Tuticorin	28
„ Vizagapatam	30	„ Cochin	29
„ Bimlipatam	30	„ Carwar	2
Arrive Calcutta	3	„ Arrive Bombay	4

The Steam Ship "PUNJAUB," 1,040 Tons, 200 H. P., Commander J. J. Ross, will be despatched on SATURDAY, the 15th August, at noon, calling at Mangalore, Cannanore, and Calicut weather permitting.

The steamers leaving Calcutta and Bombay on the 15th of the month call at Tuticorin and Colombo.

Passengers for Rangoon, Akyab or Moulmein can proceed by the steamers of the 15th, and tranship to the Rangoon mail steamer, which leaves Madras on the 3rd.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging Cargo and Passengers at Bussorah. to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)

THE BRITISH INDIA STEAM NAVIGATION COMPANY (LIMITED), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at Kurrachee, Gwadur, Muscat, Bunder Abbas, Lingo, Bushire, Fao, and Bussorah.

Up.		Down.	
	Aug.		*Aug. Sept.*
Leave Bombay	10 & 24	Leave Bussorah	29 12
„ Kurrachee	14 28	„ Fao	29 12
„ Gwadur	15 29		*Sept.*
	Sept.	„ Bushire	1 15
„ Muscat	18 1	„ Lingo	3 17
„ B. Abbas	20 3	„ B. Abbas.....	5 19
„ Lingo	21 4	„ Muscat	7 21
„ Bushire	24 7	„ Gwadur	9 23
„ Fao	28 8	„ Kurrachee.....	12 26
Arrive Bussorah	30 9	Arrive Bombay.....	15 29

The Steam-ship "KURRACHEE," 600 tons, 120 H.P., Commander J. Lane, will be despatched on MONDAY, the 24th August, at noon.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (LIMITED), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every MONDAY at noon.

The Steam-ship "COMORIN," 560 tons, 140 H.P., Commander R. L. Turner, will be despatched on MONDAY, the 17th August, at noon.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM FOR ENGLAND VIA THE CAPE.

THE first-class full-powered Steam Ship "PERUVIAN," 2,500 tons, 300 Horse Power, Henry Salmon, Commander, will be despatched, with Passengers only, on or about the 1st September, for Liverpool, calling at Port Elizabeth, Algoa Bay, to land and receive Passengers for the Cape.

This magnificent Steam Ship, so well known in the American passenger trade, offers a most favourable opportunity to those proceeding to England at this season of the year, and her passenger accommodation will be found all that could be desired. For terms of passage apply to

LAWRENCE & Co., Agents.

FOR LONDON DIRECT, with quick despatch, Ship "LOUISA," 939 tons, Captain Scowcroft. For Freight or Passage apply to

SIR CHARLES FORBES & Co.,
Agents Ship "Louisa."

Bombay, 24th July, 1868.

NOTICE.—Consignees of Cargo per Barque "ELIZABETH," Captain Buffet, from Bordeaux, are requested to send Boats alongside to take delivery of their Goods, as they come to hand, failing which they will be landed by the Captain on account and risk of the consignees.

Captain Buffet will not be responsible for the condition of any Package after it has once left the Ship's deck.

Delivery Orders accompanied with Bills of Lading to be first sent to us for countersignature.

BLACKWELL & Co.,
[Agents for Captain Buffet, Barque "Elizabeth."

Bombay, 6th August, 1868.

KINLOCH & ALLAN, Iron Merchants.—Hardware of all descriptions, Contractors' Tools, Plumbers' Material.

Just landed, ex "Admiral de Winter," No. 20 W. G. GALVANIZED CORRUGATED IRON, and ex "City of Shanghai" 6 inches and 9 inches CAST IRON SOCKET PIPES

Prompt despatch to all Orders entrusted to our care.

KINLOCH & ALLAN.

Bombay, 4th June 1868.

RIMMEL'S IHLANGIHLANG, or the Flower of Flowers, Jockey Club, Wood Violet, Tea Flowers, Coffee Flowers, and other delicious perfumes.

RIMMEL'S TOILET VINEGAR, superior to any Eau de Cologne for all Toilet and Sanitory purposes.

RIMMEL'S LAVENDER WATER of unequalled quality.

RIMMEL'S GLYCERINE, WINDSOR, HONEY, and other Toilet Soaps highly beneficial to the skin.

RIMMEL'S EXTRACT OF LIME JUICE AND GLYCERINE, the best preparation for the Hair.

RIMMEL'S ROSE WATER CRACKERS, SCENT WATCHES, and other amusing devices for Balls and Parties.

RIMMEL'S DINNER-TABLE FOUNTAIN, to replace the Rose Water Salver. Price, Silver-plated £1 10s.

Sold by all Perfumery Dealers in the world.

RIMMEL, Perfumer to H.R.H. the Princess of Wales, 96, Strand; 24, Cornhill; 128, Regent Street, London; and 17, Boulevard des Italiens, Paris.

FRAUD.

On the 27th June, 1866, MOTEEWALLAH, a Printer was convicted at the Supreme Court, Calcutta, of counterfeiting the

LABELS

of Messrs. CROSSE & BLACKWELL, London, and was sentenced by Mr. Justice Phear to

TWO YEARS' RIGOROUS IMPRISONMENT;

And on the 30th of the same month, for

SELLING SPURIOUS ARTICLES

bearing Labels in imitation of Messrs. CROSSE & BLACKWELL'S, SHAIK BACHOO was sentenced, by the Suburban Magistrate at Scaidah, to

TWO YEARS' RIGOROUS IMPRISONMENT.

CAUTION.—Any one SELLING SPURIOUS OILMEN'S STORES, under Crosse & Blackwell's name, will be liable to the same punishment, and will be vigorously prosecuted Purchasers are recommended to examine all goods carefully before taking delivery of them. The GENUINE Manufactures of Messrs. Crosse & Blackwell may be had from EVERY RESPECTABLE DEALER in India.

THREE PRIZE MEDALS, PARIS EXHIBITION, 1867.

PICKLES, SAUCES, JAMS, &c.

FREE FROM ADULTERATION,

MANUFACTURED BY

CROSSE & BLACKWELL,

Purveyors to the Queen,

SOHO SQUARE, LONDON.

CROSSE & BLACKWELL'S

well known Manufactures are obtainable from every respectable Provision Dealer in the World.

Purchasers should see that they are supplied with C. & B.'s genuine goods, and that inferior articles are not substituted for them.

To insure thorough wholesomeness, their Pickles are all prepared in Pure Malt Vinegar, boiled in Oak Vats, by means of Platinum Steam Coils;

and are precisely similar in quality

to those supplied by them

for use at

HER MAJESTY'S TABLE.

C. & B. are Agents for LEA & PERRINS' CELEBRATED WORCESTERSHIRE SAUCE, and are Manufacturers of every description of Oilmen's Stores of the highest quality.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company (Limited), under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of Passengers can be accommodated.

RATES OF FARE.

To Suez.—1st class £45. 2nd class £25. } exclusive
To Trieste.—1st class £64 10s.. 2nd class £37 5s. } of Wines.

Steamers leave Bombay on the 20th of each month and Suez on or near the 15th.

For Freight or Passage apply to Messrs. STEPHEN, KENNARD & Co., London; Messrs. TOD, KENNARD & Co., Liverpool; Messrs. TOD, RATHBONE & Co., Alexandria; AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY, Trieste and Venice, and Messrs. FRAISSINET PERE, et FILS, Marseilles; or to the undersigned in Bombay.

The S. S. "KRISHNA," 1,500 Tons, Captain Child, will be despatched on the 20th August.

STEARNS, HOBART & Co.

Bombay, 27th June, 1868.

HOUSES, &c., TO LET.

TO BE LET, the commodious Building known as "MOUNT HOUSE," situated on Mount or Victoria Road. For particulars apply to Messrs. DAVID SASSOON & Co.

13th July 1868.

TO LET, a BUNGALOW, No. 147 Malabar Hill, recently vacated by C. J. MAYHEW, Esq., Barrister. Apply to REMINGTON & Co., Agents, Land Mortgage Bank of India (Limited).

Bombay, 29th June 1868.

TO BE LET, two OFFICES with GROUND FLOORS in Apollo Street, opposite the Secretariate. The ground floors are well adapted for Shop Rooms, Offices, or Godowns.

For further information apply to Messrs. THOMSON & Co., Chemists, Apollo Street.

TO LET, on Malabar Hill, the property of the Bombay Reclamation Company, Limited, (in Liquidation)—

House No. 1, lately occupied by J. P. Green, Esquire, Barrister. Rent Rs. 350 per month.

House No. 7, lately occupied by Mr. F. Chambers. Rent Rs. 80 per month.

Also that large and commodious House and premises in the compound adjoining the House at present occupied by W. Gilbert, Esquire. Rent Rs. 400 per month.

JAMES G. SMITH,
JAMES RANKEN, } Liquidators.

Elphinstone Circle, 4th June, 1868.

NOTICES.

P. GRANT and SON, SADDLERS and HARNESS MAKERS.

No. 1 Meadow Street, Fort, Bombay.

THE BRUNTON'S PATENT PRESS COMPANY (CALCUTTA), LIMITED.—In accordance with the Resolution passed at a Meeting of the Directors, held this day, at the Registered Office of the Company, NOTICE is hereby given that a THIRD CALL of RUPEES FIFTY per SHARE is payable at the Oriental Bank Corporation, Calcutta, on or before 15th proximo.

SCHOENE KILBURN & Co.,
Secretaries and Treasurers.

Calcutta, 8th July, 1868.

NOTICE.—THE BRUNTON'S PATENT PRESS COMPANY, CALCUTTA, (LIMITED).—The undernoted SHARES in this Company having been FORFEITED by order of the DIRECTORS, in terms of Clause 18 of the Articles of Association, the PUBLIC are hereby CAUTIONED against purchasing these Shares except upon production of SHARE CERTIFICATES bearing notification of the same having been re-issued.

SCHOENE, KILBURN, & Co.,
Secretaries and Treasurers.

Nos. 65/75, 80/81, 190/192, 224/225, 457/459, 460/462, 463/464, 477/478, 483/484, 485/487, 488/489, 492/496, 497/498, 503/504, 514/515, 516/517, 523/525, 549/550, 551/552, 573/574, 575/576, 721/723, 724/725, 944/953, 1012. Calcutta, 11th June, 1868.

OVERLAND PASSENGERS.

GENTLEMEN proceeding Home should procure their requirements at BADHAM'S, the Goods will be found suited to the climate and of the most modern style.

REQUIREMENTS FOR THE VOYAGE.

½	Dozen Silk and Wool Shirts.	1	Scarf Ring.
2	„ Linen Collars.	1	Walking Stick.
2	„ Under-Vests.	1	Umbrella.
1	„ Fine White Cotton Socks.	1	Binocular Glass.
1	„ Fine Colored do.	1	Rug with Strap.
1	„ White Cambric Handkerchiefs.	1	Dressing Bag.
1	„ Colored do. do.	1	Hand Portmanteau
1	(one) Overland Suit.	2	Overland Trunks.
2	(two) Sleeping Suits.	1	Clothes Bag.
2	(two) Pairs Kid Gloves.	1	Opera Hat.
6	(six) Scarfs and Ties.	1	Travelling Hat.
	Apollo House.	1	Courier Bag.
		1	Easy Chair.
			BADHAM & Co.

CORRESPONDING FIRM:

BADHAM BROTHERS.

BEAUTY! VARIETY! LUSTRE!

JUDSON'S CELEBRATED

DYE POWDERS AND CRYSTALS

are soluble in hot water, and do not spot.

Victoria, Rose, Magenta, and Violet 1s. 6d. per oz. bottle.

Roseine.	Purple.	Blue.	Crimson. Red.
Magenta.	Violet.	Green.	Canary. Orange.
Fuchsine.	Mauve.	Brown.	Scarlet. Phosphines.

The wonderous beauty of these Chemical dyes is calculated to produce a revolution in the tinctorial art—for the dyeing of wool, silk, cotton, feathers, &c., they are invaluable. The attention of professional dyers is particularly requested. Bottles 1 oz. and 1 lb. each with full directions for use.

May be had of Druggists and Storekeepers throughout the world, or wholesale of the proprietors,

DANIEL JUDSON & SON,
19a, Coleman Street, London.

N.B.—Liberal terms to dealers. A complete list of 100 New dyes on application.

NOTICE.—SEALED TENDERS will be received up to 1 o'clock P.M. of SATURDAY, the 29th instant, for the supply of PROVISIONS, MARINE STORES, &c., to the Departments of the Harbour and Pilotage Board.

Tenders to be superscribed "TENDERS FOR PROVISIONS, &c.

Tenders will not be received after the hour named.

Tenders must be accompanied by a deposit of 10 per cent in cash on the quantity tendered. A further deposit of 20 per cent will be required on the tender being accepted.

Provisions, Stores, &c., will be required to be delivered at the Light Houses, Signal Stations, Master Attendant's Office, or as directed.

Provisions, Stores, &c., will have to be supplied in instalments as required by the indenting officers.

Estimated Schedule of articles and quantities can be seen on application at the Office of the undersigned. But the Board will take only such quantities as they may require.

Forms of tenders and other information can be obtained on application at the Office of the undersigned.

The Board do not bind themselves to accept the lowest or any tender.

No reason will be assigned for the rejection of any tender.

By order,
HENRY MORLAND,
Lieut., late I. N., Secretary.

Harbour and Pilotage Board, Bombay, 10th August 1868.

ST. ANDREW'S LIBRARY. THACKER, VINING, & Co.

NEW AND STANDARD BOOKS RECEIVED AUG. 8.

Kirke's Hand Book of Physiology. *New edition.*	Rs.	9 0
Bradshaw's Continental Guide. July. *Cloth edition*		2 12
The Moonstone; by Wilkie Collins. 3 vols.		21 0
"New Ground"; by author of "Heir of Redclyffe."		2 4
London Post Office Directory, 1868.		27 0
Aytoun's Lays of the Scottish Cavaliers. 4 to *morocco. Illustrated*		25 0
Nathan the Wise.		2 12
M. Kempis' Imitation of Christ. *Morocco.*		2 12
Always in the Way; by author of the "Tommiebeg Shootings"		1 0
Gymnastic Exercises for the Army, including Fencing and the Clubs		1 8
Christy Minstrels' 145 Songs and Music. Quarto, cloth, gilt		8 0
Ansted's Physical Geography		9 0
Handy Royal Atlas		39 8
Galbraith's Manual of Trigonometry		1 12
Neligan's Materia Medica; by Macnamara		13 8
Russell Reynolds' System of Medicine. Vol. I. II		31 4
Ditto. ditto. Vol. II. separately...		17 8
Doré's Inferno of Dante. Illustrated. *Half morocco, gilt*		65 0
Doré's Milton's Paradise Lost. Illustrated. *Magnificently half bound in blue morocco, gilt*		110 0
Hutton's Mathematics; by Rutherford		9 0
Maxwell Drewett		4 8
Maurice Dering		4 8
Guy's Forensic Medicine. *New edition*		7 12
Robinson Crusoe. *Golden Treasury Series*		3 0
Mr. Sprouts: His Opinions		0 12
Bella Donna		1 8
Murray's English Grammar		3 4
Ditto do. abridged		0 12
Rampart Row. THACKER, VINING, & Co.		

DICKENS' WORKS.—"CHARLES DICKENS' EDITION."—The undermentioned Volumes are now issued.—Subscribers to the Series are supplied at a uniform rate of Rs. 2-4 per Volume.—Single Volumes at the undermentioned Prices—

Pickwick	Rs. 2 12	Oliver Twist	Rs. 2 4
Martin Chuzzlewit	„ 2 12	Dombey & Son	„ 2 12
Old Curiosity Shop	„ 2 4	Barnaby Rudge	„ 2 4
Nicholas Nickleby	„ 2 12	Bleak House	„ 2 12
David Copperfield	„ 2 12	Tale of Two Cities	„ 2 4
Christmas Book	„ 2 4	American Notes	„ 2 4
Sketches by Boz	„ 2 4	Little Dorrit	„ 2 12

THACKER, VINING, & Co.

NOTICES.

WARRANTED WATCHES.—All Gold and Silver Watches of every description and size manufactured by us, and fitted with the latest improvements, are warranted to purchasers for the term of 1, 2, or 3 years.

FAVRE, LEUBA & Co.

MUSICAL BOXES.—A new and splendid assortment of these has just been received. Prices very moderate.

FAVRE, LEUBA & Co.

A SUPERIOR WATCH.—The best Silver Watch ever manufactured at the price, Rs. 50 with guarantee for 2 years, can be procured from

FAVRE, LEUBA & Co.

TRAVELLING AND OTHER CLOCKS.—Office and Travelling Clocks with lever and pendulum action. Drawing and Dining Room Clocks with Calendar, Thermometer, Barometer. &c., &c.

FAVRE, LEUBA & Co.

KEYLESS WATCHES.—Possessing an immense advantage over other Watches. These Watches which do not require the troublesome operation of winding up with a Key, thereby preventing the introduction of dust, are most durable and keep a remarkably correct time.

Guarantee accompanying each Watch.

FAVRE, LEUBA & Co.

FAVRE, LEUBA & Co., Bombay and Locle (Switzerland), Watchmakers, Jewellers, Opticians, and Engravers.

Prize Medals obtained at the International Exhibitions of London, Paris, New York, Berul (Switzerland), Oporto, and at the late Akola Exhibition.

REMINGTON'S BUILDING, Elphinstone Circle.

JEWELLERY.—English, French, and German Jewellery.

WATCHES, CLOCKS, JEWELLERY, and MUSICAL BOXES carefully repaired. FAVRE, LEUBA & Co.

AMERICAN CLOCKS., in great variety, A speciality of Lever action 8 days' Clocks. Price Rs. 25. FAVRE, LEUBA & Co.

PORT CANNING LAND INVESTMENT RECLAMATION, AND DOCK COMPANY (LIMITED.)—It is hereby notified, by order of the Calcutta Board of Directors that the registration of transfer of SHARES in the Company, standing in the names of F. SCHILLER G. M. STRATHERS, H. REINHOLD, R. VALENTINE, J. M. HALL and J. BORRADAILE will be stopped until the first Call of Rupees one thousand per share be paid upon five hundred shares numbered 2796 to 3295.

RITCHIE, STEUART & Co.,
Secretaries and Treasurers.

Elphinstone Circle, Bombay, 3rd January, 1868.

BOMBAY PRESS COMPANY (LIMITED.)—NOTICE is hereby given that the ANNUAL GENERAL MEETING of the SHAREHOLDERS of this Company will be held at the Office of the Secretaries and Treasurers, No. 1 Nesbit Lane, at 3 P.M. on FRIDAY the 21st August.

To receive the Balance Sheet and Report for the year ending the 30th June 1868.

To declare a Dividend.

To elect a Director in the place of Mr. Soondersdas Mooljee, who retired by rotation, but is eligible for re-election.

To appoint Auditors for the ensuing year.

A. C. BRICE & Co.,
Secretaries and Treasurers.

Bombay, 8th August 1868.

METAL MART, BOREE BUNDER.—Jennings's Patent Tip-up Lavatory Basins, with self-closing Supply Valves.

Shand and Mason's Hand Fire Engines.

Suction and Delivery Hose.

Galvanised Strand Wire Fencing.

Galvanised Corrugated Iron, Nos. 20, 22, and 24.

Cast Iron, Wrought Iron, and Lead Pipe.

Leather Belting.

Steam and Hand Cranes, Winches, Blocks and Chain.

Bar and Plate, Angle and T. Iron.

Cast, Sheer, and Blister Steel.

Steam Engines.

Contescors', Engineers', and Joiners' Tools.

Ornamental Iron Works.

Estimates given for all kinds of Iron Work and Machinery. W. NICOL & Co.

MRS. HERN,

3, MEADOW STREET, FORT, BOMBAY,

Has always on hand a large and fashionable stock of

MILLINERY,

BONNETS, HATS, FEATHERS, FLOWERS, TRIMMINGS, DRESSES, BALL DRESSES, &c., &c.,

and is prepared to executs

WEDDING, MOURNING,

AND OTHER ORDERS.

Up-country Orders must be accompanied by a Remittance or satisfactory reference.

NEW CLOTHING ESTABLISHMENT.

No. 9, MEADOW STREET, FORT.

JUNAS TYEB, having removed his business to the above address, respectfully solicits an Inspection of his new Stock, consisting of Goods just arrived from England, the style and quality of which cannot be surpassed.

The Tailoring Department is under the superintendence of an experienced Cutter, and the best workmanship and a perfect fit can be guaranteed; and Junas Tyeb ventures to hope that this, combined with the best quality of materials at low prices, will ensure to him a continuance and increase of the support he has enjoyed for the past 15 years. In addition to a large assortment of Woollens, and other materials suitable for every description of clothing, Junas Tyeb has an extensive stock of Hosiery, Hats, Boots and Shoes, Railway Rugs, Portmanteaus, and all other articles of outfit.

Bombay, 9th July, 1868.

ALEXANDER GIBSON, Esquire, deceased.—Pursuant to Act XXVIII. of 1866 of the Legislative Council of India, entitled, "The Trustees' and Mortgagees' Powers Act, 1866," NOTICE is hereby given that all persons being Creditors of, or otherwise having Claims upon, or against the Estate of ALEXANDER GIBSON, Esquire, late of Auchenreoch and Chapelton, in the County of Forfar, in Scotland, deceased, who died on the 16th day of January 1867, and Letters of Administration of whose personal Estate and Effects (with extract of his Registered Will and Testament Testamentor annexed) were on the 24th July 1868 granted by the High Court of Judicature at Bombay to GEORGE FOGGO, of Bombay, in the East Indies, Esquire, a member of the Firm of Messieurs FORBES & Co., are required on or before THURSDAY the 10th day of September 1868 to send to Messieurs ACLAND, PRENTIS, and BISHOP, of Bombay, Solicitors of the said Administrator, the particulars of their Claims, upon or against the said Estate, and that at the expiration of such time the Administrator will hand over the whole of the said deceased's Estate and Effects (with the exception of such time the Administrators will hand over the whole of the said deceased's Estate and Effects (with the exception of such assets as may be required to meet any outstanding claims) unto and among the parties entitled thereto, having regard only to the claims of which he shall then have notice. All persons indebted to the said Estate, or having property of the deceased's in their hands, are hereby required to pay or account for such debts or property to the said Administrator.—Dated this 30th day of July 1868.

ACLAND, PRENTIS, & BISHOP,
Solicitors, Bombay.

DR. DAVID RITCHIE, deceased.—Pursuant to Act XXVIII. of 1866 of the Legislative Council of India, entitled, "The Trustees' and Mortgagees' Powers Act, 1866," NOTICE is hereby given that all persons being Creditors of, or otherwise having Claims upon, or against the Estate of DAVID RITCHIE, Esquire, Doctor of Medicine, on the Retired List of the Bombay Medical Establishment, and lately residing at Dalgairns, in the County of Fife, North Britain, deceased, who died on the 25th May 1868, and Letters of Administration of whose personal Estate and Effects (with the extract Trust Disposition and Settlement and the Testament Testamentor of the said Trust Disposition and Settlement annexed) were on the 24th July 1868 granted by the High Court of Judicature at Bombay to GEORGE FOGGO and JAMES PERCY LEITH, both of Bombay, British Inhabitants, Esquires, two of the members of the Firm of Messieurs FORBES and Co., are required on or before the 10th day of September 1868 to send to Messieurs ACLAND, PRENTIS, and BISHOP, of Bombay, Solicitors of the said Administrators, the particulars of their Claims upon or against the said Estate, and that at the expiration of such time the Administrators will hand over the whole of the said deceased's Estate to GEORGE CUNNINGHAM, of the City of Edinburgh, in North Britain, Esquire, Civil Engineer, and ALEXANDER MONCRIEF, of Perth, in North Britain, Esquire, writer to the Signet, as the Executors named in the said Trust Disposition and Settlement or Will of the said deceased, having regard to the Claims of which they shall then have notice. All persons indebted to the said Estate, or having property of the deceased in their hands, are hereby required to pay or account for such debts or property to the said Administrators.—Dated this 30th day of July 1868. ACLAND, PRENTIS, & BISHOP,
Solicitors, Bombay.

BYCULLA HOTEL,

SITUATE AT THE JUNCTION OF THE

BELLASIS AND CLARE ROADS, BYCULLA.

Under the present management this Hotel is acknowledged to be the best in Bombay. It was built at great cost expressly for an Hotel, and fitted up and furnished in the most complete manner regardless of expense, so as to ensure the comfort of Visitors and Residents. It is adapted both for Families and Gentlemen.

The DINING HALL is the largest in Bombay; and the Sitting and Sleeping Rooms are replete with every convenience. The strictest regard is paid to cleanliness throughout the Establishment.

The TABLE is abundantly supplied with the very best Viands, and the Culinary Department is under the immediate supervision of the Proprietor.

The WINES, SPIRITS and BEER are selected from the most celebrated Houses in London and the Continental markets.

The PROPRIETOR takes this opportunity to thank his numerous Patrons for their support, and while soliciting a continuance of their favours, recommends his Establishment to the favourable notice of Travellers and Residents, all of whom may be accommodated with the comforts of a Home at moderate charges.

This HOTEL is pleasantly situated and within five minutes' drive of both Railway Stations and within a short distance of the landing-places.

Byculla Hotel, 1st July, 1868.

NOTICES.

PROFESSOR RUCHWALDY,

The Hungarian Wizard, Pupil of Professor Anderson, and

MADAME RUCHWALDY,

Celebrated Pianiste, Pupil of Virtuoz Liszt, beg to inform the Ladies and Gentlemen that they will perform immediately after the departure of the Lenton Troupe, on which occasion

A NOVEL INSTRUMENT

of Professor Ruchwaldy's own invention will be exhibited and played upon for the first time in Bombay.

SEALED TENDERS will be received for the REPAIRS of the Ship "DUKE OF NEWCASTLE" up to the 17th August next, at Noon, at Messrs. NANABHOY & SORABJEE.

Particulars will be given at the above place.

G. B. AREY.

COPPER PLATE PRINTING, ENGRAVING, &c. &c.

THE PROPRIETOR of the *Bombay Gazette Press* is prepared to execute Copper Plate Printing and Engraving on the Premises.

Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., Card Plates, Wedding Cards, &c &c., engraved to order, and at moderate prices. Specimens may be seen at the Office.

April, 1868.

CONTINUED INCREASE OF BUSINESS.

ALBERT LIFE ASSURANCE COMPANY.

The Indian new BUSINESS of this Company for the six months ended 30th June 1868, consisted of 386 Policies, assuring Rs. 20,21,242, and yielding Rs. 95,885-10-1, in new Annual Premia, being an increase of FOURTEEN PER CENT. upon the new Business during the corresponding period of 1867.

For Forms of Proposal, Prospectuses, &c., apply to the Secretary, or to any of the Company's Agents.

D. McL. SLATER,
Secretary for Western India.

N.B.—A liberal Commission allowed to Professional men and others introducing Business.

MOULE & Co.'s PATENT EARTH CLOSETS.—The undersigned have landed a consignment of these CLOSETS and now invite purchasers for them.

The invention entirely does away with all the unmentionable nuisances attached to the employment of the Commodes now in general use in India, and are, in short, invaluable. The Government of India have presented Mr. Moule with £500 in token of their high appreciation of the invention. *Terms*—CASH.

Early application is desirable.

Apply to CUTLER, PALMER & Co., Bombay.

TO HOUSEHOLDERS and BACHELORS living in Apartments, &c., &c.—The very recent improvements made by the Engineers to Moule & Co., in their recently patented invention, have now perfected the same, and not only are Moule's Earth Closets beyond the possibility of getting out of order; but *fittings* have been made, and consigned to the undersigned, which can be adapted to any existing accommodation, rendering the same almost as salutary as the adoption of a Closet. No family should be without either an Earth Closet or Set of Fittings. Prices of Closets range from Rs. 95 to Rs. 110, and fittings from Rs. 27.

Apply to CUTLER, PALMER, & Co.

NOTICE.—Mrs. LAKE begs to intimate that she has removed the whole of her Establishment from "UXBRIDGE HOUSE," Byculla, to POONA, *for the season.*

All Orders will be carefully executed as heretofore if addressed,

Mrs. LAKE,
29 Civil Lines,
Poona.

Orders must be accompanied by a Remittance or Reference for payment in Poona or Bombay.

June, 1868.

GOVERNMENT TELEGRAPH DEPARTMENT.—NOTICE.—The undersigned, having been instructed to finally close the account of DEPOSITS for BEARING MESSAGES received in the Bombay Signal Office, will be obliged if all Depositors will forward their Receipts within a month from this date, during which time payments will be made on the same by the undersigned.

On and after the 1st September next the Deposit Account will be transferred to the Head Office in Calcutta, to which reference will then have to be made previous to payment.

W. R. BROOKE,
Superintendent Government Telegraphs.

Bombay, 22nd July 1868.

BOMBAY CITY BANK, LIMITED. (In Liquidation).—NOTICE.—A FIRST DISTRIBUTION of ASSETS of the above Company will shortly be made. All persons holding SHARE CERTIFICATES are required to produce the same, together with duly executed Transfers, at the Office of the Bank, No. 7 Hornby Row, between the 20th July instant and 20th August 1868, for the purpose of having the same registered, in default whereof such persons will be precluded from participating in such distribution of Assets.—Dated this Ninth day of July 1868.

B. R. MODY,
HORMUSJEE PESTONJEE FRAMJEE, } Liquidators.
ARDASEER EDULJEE CHINOY,

TENDERS are hereby invited for the erection of the IRON WORK and DWARF SIDE WALLS of the Crawford Market, on the Esplanade.

Drawings, &c., may be inspected, and forms of Tender obtained, at the Office of the undersigned.

Tenders are to be sent in on or before the 18th day of August 1868, addressed to A. T. CRAWFORD, Esq., C. S., Municipal Commissioner for the City of Bombay.

The Municipal Commissioner does not bind himself to accept the lowest or any Tender.

By order of the Municipal Commissioner,
RUSSELL AITKEN,
Executive Engineer, Municipality.

Bombay, 30th July, 1868.

IMPORTANT CAUTION.

DR. DE JONGH'S

LIGHT-BROWN

COD LIVER OIL.

The undersigned having received information that fraudulent imitations of this celebrated Oil are extensively sold by unprincipled dealers in India and China, all purchasers of Dr. De Jongh's Oil are especially requested to observe that the following are the indications of the genuineness of the Oil

The bottle is sealed with an impressed metallic capsule (centre, a cod-fish on a shield, encircled by the words "Dr. De Jongh's Cod Liver Oil.")

"The labels, and 16-page pamphlet round each bottle, under pink outside wrapper, bear Dr. De Jongh's Signature and Stamp (centre, a cod-fish on a shield, encircled by the words "Dr. De Jongh's Cod Liver Oil.")

NOTICE.—Rs. 1,000 REWARD.

Any parties counterfeiting Dr. De Jongh's Signature and Stamp, or copying or colourably imitating his label, or preparing, selling, or importing fraudulent imitations of Dr. De Jongh's Light-brown Cod Liver Oil, will be prosecuted with the utmost rigour of the law for forgery and fraud.

ONE THOUSAND RUPEES REWARD

will be paid for such information as shall lead to the detection and conviction of any person so offending.

Communications in strict confidence received by

Dr. De Jongh's Sole Consignees and Agents,
ANSAR, HARFORD & Co., 77, Strand, London.

NOTICE.—TENDERS are hereby invited for the supply of all or portion of 4,220 Garces, equal to 506,400 Indian Maunds, of SALT, of good quality, the produce of Bombay or other places subordinate thereto, for the District of Malabar, as follows:—

At Cannanore	250	Garces of 120 Indian Maunds each.	
Tellicherry	350	do.	In November, December, January, and February next.
Calicut	1,000	do.	
Beypore	1,200	do.	
Ponani	1,300	do.	
Chowghaut	70	do.	
Cochin	50	do.	
Total Garces...	4,220		

2. Tenders will be received for any quantity or quantities (within the above limits) of 10 Garce each or upwards. The period within which the Salt tendered will be delivered must be specified, and if not brought within this period it will be at the option of the Collector to receive or refuse the Salt.

3. All tenders received up to the 3rd September 1868 will be opened for consideration and disposal on the day following in the Huzur Cutcherry at Calicut, when the parties tendering, or their agents, are invited to attend.

4. Tenders will afterwards continue to be received for the Salt remaining to be supplied until further notice.

5. Merchants in Bombay desirous of a speedy reply can communicate their tenders by Telegram reply prepaid.

6. Salt not pure and of good quality and colour will be rejected. This rule will be strictly enforced. The Collector reserves right of decision on these points.

7. The tenders must specify in words at length the rate in Rupees per Garce of 120 Indian Maunds.

8. The expenses attendant on the landing, weighing, and storing of the Salt must be defrayed by the parties tendering.

9. The Salt will be received by weight according to the practice now existing, in the order in which the arrivals are registered at the Salt Depots.

10. The Collector reserves to himself the right of rejecting any or all of the tenders that may be received without assignment any reason for so doing.

11. Tenders to be addressed to the Collector of Malabar and to be superscribed "Tenders for the supply of Bombay Salt."

12. Parties who may tender for more than 100 Garces will be required to find substantial security for the due fulfilment of their contracts, should the Collector consider it necessary.

13. Salt brought by Mer

COMMERCIAL INTELLIGENCE.

BOMBAY BILL AND STOCK LIST.

BANKS.

Subscribed Capital.	Nominal Value of sh.	Paid up	Dividend.	Names.	Rates
	Rs.	Rs.	per sh.		
1,000,000	100	.....	.....	Agra Bank ..	126 per share.
3,140,000	1,000	1,000	7	Bank of Bengal ..	1780½ per sh.
1,045,000	500	400	.....	Bank of Bombay..	110 per share
1,000,000	500	500	.....	Ditto Ditto New..	13 pct prem.
1,000,000	250	150	.....	Bombay Pres. Bank	101 per share
2,000,000	200	200	.....	Bombay Trading & Banking Association	58 per share
2,000,000	100	100	.....	Brokers Banking Company ..	64 per share
1,000,000	250	250	nil	Central Bank ..	10 per share
800,000	200	200	5	Chartered Bank of India A. & China	200 per share
800,000	200	25	12½	China Bank ..	5 per share
700,000	250	250		Chartered Mercantile Bank of India London & China ..	370 p ct prem.
3,000,000	250	250	12	Comptoir d'Escompte d'Paris ..	Nominal.
1,000,000	200	500	9	Delhi and London..	No quot.
500,000	500	200	.....	Indian Peninsular London & China Bk.	21 per share
3,750,000		1,000	11½pc	Madras Bank ..	163½ p. s.
1,000,000	25	125	s p. ct	National Bank of India ..	123
800,000	250	250	12	Oriental Bank ..	435 per share
	100	200	.....	Royal Bank of India	81 per share
160,000	200	250	.....	Guzerat Bank ..	65 nominal.

EXCHANGE.

On	Terms.	Rate.
London Banks.. ..	6 months' sight.	1s. 11¾d. to 1s. 11¾16d.
Do. Credits.. ..	6 Do. do....	1s. 11 9/16d. to 1s. 11¾d.
Do. Documents.	6 Do. do....	1s. 11¾d.
Calcutta	At sight ..	99½
Do.	30 days' sight..	99½
Do.	60 Do. do. ..	98½
China	60 days' sight..	214½

GOVERNMENT SECURITIES.

Government Securities		6 per cent.
Mercantile Bills..		8 do.
Four per cent. Co.'s	1835-36	95
"	1842-43	
"	1854-55	
Five per cent Co.'s Rs. Loan	1836-37	109½ to 109¾
Five per cent. Public Works Loan	1864-65..	109
Five and half per cent.	.. .. ..	115

BANK OF BENGAL.

Government Securities		7 per cent
Mercantile Bills		10 do.

PRICES OF BULLION, &c.

Sovereigns each	Rs. 10-8
Bank of England Notes	" 10-4
Spanish Dollars	" 223
Carolus	" 220
Mexican Dollars	" 220
German Crowns	" 210
Five-Franc Pieces..	" 223
Bar Silver	" 108-8
Gold Leaf	" 16-1
Bar Gold 10 oz. English	" 10-9

DAILY COTTON MARKET REPORT.

BOMBAY, 12TH AUGUST.

	Per Candy.
Comrawuttee } .. New ..	215 to 218
Akola..	220 to 225
Broach..	225 to 228
Dholleras	225 to 228
Bhownuggur }	225 to 228
Veravul..	200 to 205
Vingorla..	210 to 215
Dharwar Sawginned	230 to 232
Khandeish .. }	210 to 215
Barsee }	
Ready sales	125 Candies.
Market dull.	

CALCUTTA—AUGUST 6.

Government Papers are scarce in the market. Some 4 per cents were bought at Rs. 4-8 and 4-6 discount and 5½ per cent. at Rs. 15-2 and 15-3 premium.

The following transactions were reported to-day in shares :—

Bank of Bengal shares a good number, at Rs. 1,740.

National Bank shares, at Rs. 154.

Allahabad Bank shares, at Rs. 92.

Simla Bank shares at Rs. 660, inclusive of dividend.

Port Canning Land Investment &c., Co. only 5 shares, at Rs. 310.

Spence's Hotel Co.'s shares, at Rs. 16.

Tirhoot Indigo Co.'s shares, upwards of 700, at Rs. 95.

Dehra Doon Tea Co.'s shares, at Rs. 7.

CALCUTTA FREIGHT MARKET.

(Englishman, August 7.)

The following are the latest quotations of Freights for London :—Linseed £2 per ton. Jute £2 per ton. Hides, Tea, &c., £3-10 per ton. Rice and Saltpetre, nominal, say 10 to 15 shillings per ton. Poppy Seed £2-15 per ton. For Liverpool, Jute £1-15 to £1-16-3 per ton. Cotton £2-5 per ton; Linseed £1-17-6, nominal, Rice, &c., nominal. For Bombay an active business at Rs. 13 per ton for dead weight, and Rs. 9 to Rs. 9½ per ton for Light Freight. For Mauritius and Colombo, the bazaar is very dull indeed; about 14 annas per bag for the former, and 11 annas per bag for the latter destination. For china, nothing doing. For the United States, 88 per ton, by wooden ships, and 89½ per ton by British iron ships. West Indies, Rice £2-10 per ton.

CHARTERS AND ENGAGEMENTS.

For London :—"City of Shanghai," 560 tons Linseed at £2 per ton, 200 tons Jute at £2-1. 3 per ton, and 1-0 tons Light Freight at £2-10 to £2-15 per ton. "Star of Scotia," 3-0 tons Linseed at £2, 200 tons Jute at £2, and 125 tons Poppy Seed at £2-15 per ton. "S. Mungo" to arrive from Madras, 200 tons Jute at £1, and 100 tons Linseed at £2 per ton. "Oriana," 1,025 tons Linseed and Jute, about equal quantities of each, at £2 per ton. "Varuna," 4-0 tons Linseed, and 4-0 tons Jute at £2 per ton. "Benton," 50 tons Linseed at £2 per ton. "Jeanie Douglas," 50 tons Jute at £2, and 300 tons Linseed at £2, per ton. 1-0 tons saltpetre at £2-10 per ton. "Forfarshire," 200 tons Linseed, and 400 tons Jute at £2 per ton. 50 tons Poppy Seed at £2-15 per ton. "Roman Empire," 200 tons Jute at £2 per ton. "Knight Templar Companion," 200 tons Jute at £2 per ton. "Knight Bachelor," 300 tons Jute at £2 per ton. "Edith Moore," 300 tons Jute at £2 per ton, and 50 tons Poppy at £2-15 per ton. "Scindia," 200 tons Jute at £2 per ton. "Moorsefort," 300 tons Jute and 100 tons Linseed at £2 per ton. "Bengal," 200 tons Jute at £2 per ton. "British Admiral," 300 tons Tea and 100 tons Hides at £3-10 per ton.

For Liverpool.—" Robert Mackenzie," 400 tons Linseed at £1-17-6, and 500 tons Jute at £1-17-6 per ton. "Wayfarer," 100 tons linse d at £1-17-6 per ton. "Victoria Nyanza," 100 tons Linseed at £1-17-6 per ton. "Bolton Abbey," 150 tons Jute at £1-16-3 per ton.

For Aden.—" Squando," a cargo of Grain and Sugar at Rs. 1-4 per bag.

For Muscat.—"Shah Jehan," at Rs. 1-6 per bag.

For Colombo.—" Cholula," iron ship, at 12 annas per bag full cargo of Rice. "James Russell," wooden ship, at 11 annas per bag. She thereafter proceeds to Akyab to load Railway sleepers for Calcutta at Rs. 14 per ton. "Rangoon," wooden ship, at 11 annas 3 pie, per bag.

For Madras.—" Nicobar" chartered for a lump sum of Rs. 7,000.

For the United States.—" Wennington," iron ship, for New York, at 89½ per ton for Seeds and Measurement Goods, and 87 per ton for 150 to 200 tons saltpetre. "Green Jacket," wooden ship, at 88 per ton, and 89 per ton for 100 tons Saltpetre, for Boston.

For Melbourne.—" Martha Jackson," 150 tons Rice at £2-15 per ton.

For Bombay.—" Ashgrove," wooden ship, at Rs. 13 per ton for Dead Weight, and Rs. 9 per ton for Light Freight. "Persian Empire," iron ship, full cargo at Rs. 13 per ton for Dead Weight, and Rs. 9 per ton for Light Freight.

For Dundee via the Clyde. "China," Colonial ship, full cargo of Jute at £2 per ton.

SHIPS NOT FIXED.

"Continental" 1,144 tons, "Castine" 1,038 tons, "Chieftain" 1,238 tons, "Ballam Tower" 1,199 tons, "Eurydice" 1,151 tons, "James Vimicombe" 659 tons, "Kirkham" 1,061 tons, "Legion of Honor" 1219 tons, "Lady Octavia" 1,291 tons, "Lake Leman," 1073 tons, "Middlesex" 1,191 tons, "Malabar" 1,219 tons, "Morning Glory" 952 tons, "Nile" 1,126 tons, "Pride of Canada" 996 tons, "St. Albans" 1,365 tons "Surrey" 1,093 tons, "St. Woman" 1,468 tons, "Underley" 1,296 tons, "Remington" 999 tons, "Durham" 1,268 tons, "Medea" 1,095 tons, "Canadian" 905 tons, "Simla" 1,4 4 tons, "Leicester" 1,449 tons "Caliban" 1,228 tons, "Comorin" 803 tons, "Ernsto Zeccain" 589 tons, "Magnificent" 1,347 tons, "Messenger," "John Temperie" 940 ton "Madura" 1263 tons, "Tiber," "Michael Scott" 1,197 tons, "Clifford," "Anita," "Canal," "Gustave."

CARRINGTON AND Co., 4, Clive Street.

REPORTS BY TELEGRAPH.

MESSENGER, 10TH, 9-15 A.M.—H. M.'s Gunboat "Clyde" from Bassidore anchored.

GALLE, 10TH, 7-50 A.M.—Mail steamer "Orissa" from Bombay anchored.

MILITARY.

DEPARTURES.—AUGUST 12.

Newport, Captain, Staff Corps, on medical certificate, to England.

Newport, Lieutenant, Sappers, to join, to Kirkee.

Stock, Lieutenant and Adjutant, 21st Regiment Native Infantry, on leave, to Poona.

SHIPPING.

DAILY FREIGHT REPORT.—11TH AUGUST.

London....Cotton....£1 0s. 0d. Nominal per ton.
Seeds ....£1 0s. 0d. do. do.
Liverpool...Cotton....£1 5s. 0d. to £1 10s. 0d. do.
Seeds ....£0 10s. 0d. do.
Overland...Cotton....£4 10s. 0d. per 40 cubic feet
China ....Cotton.... Rs. 2 to 3 per bale.
Mauritius .Gram .... Rs. 0 12 0 per bag.

ARRIVAL.

Date.	Vessel.	Commander	From.
Aug. 12	Ellen Bates	Mackenzie ...	Liverpoo', May 9.

DEPARTURE.

Date.	Vessel.	Commander.	Destination.
Aug. 12	Mahi	Nacoda	Cochin.

The following vessels obtained their port clearances yesterday :—

Ship *Chasticleer*, Dodds, to Zanzibar.
Ship *Knighton*, Stewart, to Singapore.
Ship *Advance*, Taylor, to Rangoon.
Ship *Altacar*, Hamilton, to Mauritius.
Ship *Pegasus*, Cornwell, Pont de Galle.
Ship *British Nation*, Rowe, to Calcutta.
Barque *Sophie*, Granberg, to Batavia.

The following vessels began to load yesterday :—

Ship *Indomitable*, to Cacutta.
Steamer *Barode*, to Aden and Suez.
Steamer *Comoria*, to Kurrachee.
Ship *Ethereal*, to Cochin.

CALCUTTA.

ARRIVALS.—The Telegraph of the 6th August announced the arrivals of the steamers "Moulmein," and "Reiver."

MADRAS.

ARRIVALS.—August 6th, "Britannia," Eladon, Coconada. August 9th, "Noworth Castle," M. Linklater, Galle.

DEPARTURES.—August 4th, "Empress," C. Hodgson, Liverpool; "Josseling," L. Besque, Coconada; "Bushcer," S. S., J. T. Lewis, Rangoon; August 5th, "Astracana," ——— Rangoon; "Lightning," ——— Coconada; "Cheviot," ——— London

TELEGRAPH LINE REPORTS.

SOUTH BANK KOTTOOREE, 10TH, 5-53 P.M.—Office opened this day.

BROACH, 11TH, 7 A.M.—Communication Baroda lines at 6-30 A.M.

COMPTA, 11TH, 12-50 P.M.—Mangalore answered at 12-40 P.M.

GHOORKOOTTE SER., 12TH, 7-42 A.M.—Office closed this day.

LEFT GANK JANORE, 12TH, 7-2 A.M.—Office closed this day.

AHMEDABAD, 12TH, 5 A.M.—Interruption Deesa both lines since 3-3 A.M. Very heavy rain and storm.

BROACH, 12TH, 10 A.M.—Very imperfect communication Baroda lines since 9 A.M.

NEW ADVERTISEMENTS.

LETTER WEIGHING MACHINES, with OUNCE and TOLA WEIGHTS, warranted correct. A fresh supply to hand.

No. 1 weighing 2 ounces and 4 tolas Rs. 9 0
No. 2 ditto 8 „ „ 16 „ „ 12 8
No. 3 ditto 16 „ „ 32 „ „ 20 0

Rampart Row. THACKER, VINING, & Co.

PHOTOGRAPHIC SCRAP ALBUMS.—The attention of Collectors of Photographs is invited to an elegant and varied assortment of the above, lately received, at prices varying from Rs. 10 to Rs. 40.

Rampart Row. THACKER, VINING, & Co.

STEREOGRAPHS OF THE PARIS EXHIBITION, Rs. 7-8 per dozen.—These are perfectly fresh and unfaded, and are offered at the above low price in order to clear off the consignment as quickly as possible.

Rampart Row. THACKER, VINING, & Co.

OPERATIC STEREOGRAPHS, representing to the life the following Operas, with all the effects of light and colour :—

Le Prophète	12	scenes Rs. 15
La Muette de Portici	12	„ 15
Ballets d'Opera	12	„ 15
Feau d' Ane	12	„ 15
La Dame Blanche	6	„ 8
La Belle Helene	6	„ 8
Romeo et Juliette	6	„ 8
Barbe Blanc	6	„ 8
Grande Duchesse de Gerotstein	6	„ 8

Rampart Row. THACKER, VINING, & Co.

FOR SALE, on board the Ship "ANNA SHARP"—

4 Pitch Pine Spars.
1 Gig, 22 feet long.
2 Pairs Boat Davits.
1 Pair of Side Lamps.

Apply to the undersigned at HORMUSJEE and JAMSETJEE, Dubash.

R. S EVANS, Master.

In the matter of Act XXVIII. of 1865 of the Legislative Council of India, and of GOVIND GIRDHUR.

NOTICE is hereby given that the FINAL ACCOUNT of the Liquidation, with its Vouchers, has THIS DAY been FILED in the Office of the Prothonotary of the High Court.

WM. SIM, Trustee.

Bombay, 12th August 1868.

ESTATE OF GOVIND GIRDHUR.—NOTICE is hereby given that a THIRD and FINAL DIVIDEND, at the rate of THREE AND A HALF ANNAS PER CENT on the amount of admitted Claims upon the above Estate, will be paid to the Creditors on application personally, or by their Attorneys, at my Office, on MONDAYS and THURSDAYS, on and after the 17th instant. WM. SIM, Trustee.

1 Oak Lane, 12th August 1868.

AUCTION SALE OF VALUABLE AUSTRALIAN HORSES—On SATURDAY next, the 15th August, at 3 P.M., unless previously disposed of, ALLI ABDOOLLA will sell by AUCTION at his Commission Stables, Byculla, the remainder of the Consignment of HORSES per Ship "Cœur de Lion," from Adelaide.

Bellasis Road, 7th August 1868.

NOTICE is hereby given that the undermentioned serviceable PACK HORSES and PONIES, arrived from Abyssinia, will be sold by PUBLIC AUCTION, at the Commissariat Office, Town Barracks, at 12 o'clock noon, on SATURDAY and MONDAY next, the 15th and 17th instant respectively.—*Terms*—CASH; and the animals to be removed immediately without equipments.

16 Horses and Ponies on Saturday.
17 „ „ on Monday.

C. F. KEAYS, Captain.

Executive Commissariat Officer, Presidency.

Bombay, Executive Commissariat Office, 12th Aug. 1868.

VICTORIA SPINNING COMPANY (LIMITED).—NOTICE.—An EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the abovenamed Company will be held at the Company's Office on THURSDAY, the 13th instant, at 2 P.M., when the following Resolutions will be submitted for adoption :—

1st. To appoint Liquidator or Liquidators to wind up the Company voluntarily.

2nd. That the Liquidator or Liquidators shall have the power specified in Section 174 of Act X. of 1866 to compromise all calls and liabilities to calls, debts, and liabilities capable of resulting in debts, and all claims, whether present or future, subsisting or supposed to subsist between the Company and any contributory or alleged contributory, or other debtor or person apprehending liability to the Company, and all questions in any way relating to or affecting the Assets of the Company, or the winding up of the Company, generally, upon such terms as may be agreed upon, with power for the Liquidator or Liquidators to take any security for the discharge of such debts or liabilities, and to give complete discharges in respect of all or any such calls, debts, or liabilities.

By order,
CASSUMBHOY DHURRUMSEY,
Secretary, Treasurer, and Agent.

Bombay, 6th August 1868.

HER MAJESTY'S THEATRE, GRANT ROAD.

THE LENTON TROUPE.

The Management beg to inform the Public that, in consequence of the inclemency of the weather during the week, they intend to give

THREE MORE
of their
GRAND ENTERTAINMENTS,
which will positively be THEIR LAST in Bombay.

THIS EVENING, THURSDAY, 13TH AUGUST,
FRIDAY EVENING, 14TH AUGUST,
SATURDAY EVENING, 15TH AUGUST,
producing each evening
A CHANGE OF PROGRAMME.

Doors open at a quarter before eight o'clock, commencing precisely at a quarter before nine o'clock. Carriages may be ordered for half-past 11.

PRICES OF ADMISSION.

Dress Circle..... Rs. 5 | Gallery .....Rs. 2
Stalls..... „ 3 | Pit..... „ 1

Box Office open at Messrs. SOUNDY & Co.'s, Rampart Row, where First-class Seats may be secured.

CHESSON AND WOODHALL'S LIBRARY.

No. 10, HUMMUM STREET, BOMBAY.
AND No. 1, EAST STREET, POONA.

BOOKS FOR SALE.

Essays of Elia. By Charles Lamb ..... Rs.	0 6
Riddles and Jokes. By E. Routledge	0 12
The Modern Gymnast. With 120 practical illustrations. By C. Spencer	0 12
The Vicar of Wakefield. By Oliver Goldsmith	0 12
Nightshade; or, Claude Duval, the dashing highwayman. By M. J. Errym	4 12
Men and Women. 2 vols. By Robert Browning ...	9 0
Lake Victoria. A narrative of explorations in search of the Source of the Nile. Compiled from the Memoirs of Captains Speke and Grant, by G. G. Swayne, M.A.	5 12
Captain Gronow's Last Recollections; being the fourth and final Series of his reminiscences and anecdotes. With a Portrait.....	5 12
The Fatherhood of God, &c. By Rev. Dr. R. S. Candlish. 3rd edn., with a reply to Professor Crawford's strictures, &c.	5 12
The Boy's Own Book of Sports and Pastimes	6 8
Every Boy's Book ditto	6 8
300 Æsop's Fables, literally translated from the Greek. By Rev. G. F. Townsend, M.A. With 114 illustrations	3 12
A New Dictionary of Quotations, with index to more than 15,000 words.....	5 12
Smyth's Antiquity of Intellectual Man.....	6 12
Lessons of Middle Age; with some account of various cities and men. By author of "Recreations of a Country Parson."	6 12
The Inner Life of the Very Rev. Père Lacordaire ...	5 0
The Divine Comedy of Dante Alighieri. By Longfellow	5 12
The Silent Hour. Essays for Sunday reading. Original and selected, by the author of "The Gentle Life."	4 8
"Ecce Homo." By the Right Hon'ble W. E. Gladstone	3 12
The Fables of Æsop. By S. Croxall, D.D. 110 illustrations...	2 12
What Men have said about Woman; a collection of choice thoughts and sentences, compiled and analytically arranged by H. Southgate. Illustrations by J. Watson	3 12
The Book of Ballads. Edited by Bon Gaultier, and illustrated by Doyle, Leech, and Crowquill.....	6 8
Fisher's Young Man's Best Companion	2 0
The Voyage alone in the Yawl "Rob Roy," from London to Paris, &c. By J. Macgregor, M.A. ...	3 12
Traits and Stories of the Scottish People. By Rev. C. Rogers.....	2 12
Thornton's Gazetteer of India. Edition 1862.....	15 12
The Manual of Dates: a dictionary of reference to the most important events in the history of Mankind to be found in authentic records. 2nd edn. 1867. By G. H. Townsend	12 0
Man's Origin and Destiny, sketched from the platform of the Sciences. By J. P. Lesley	8 0
Social Life of the Chinese. By Rev. J. Doolittle, 14 years Missionary at Fuhchau. Edited and revised by Rev P Hood. With 150 illustrations.	5 4
Memoirs of (the late) Sir Henry Havelock, K.C.B. By J. C. Marshman—3rd edn.....	9 8
Last Leaves. Sketches and Criticisms, by Alex. Smith. Edited, with Memoir, by P. R. Alexander, M.A.	4 8
Scenes and Studies of Savage Life. By G. M. Sproat	3 8
Old Merry's Annual for 1868. (Full of interesting stories.)	3 12
Tales of Woman's Trials. By Mrs. Hall.....	5 12
The Book of Nursery Tales. Illustrated	3 12

DICKENS'S WORKS (NEW AUTHOR'S EDITION.)

Bleak House. With 8 illustrations		2 12
Dombey and Son. With 8	Ditto	2 12
The Pickwick Papers.	Ditto	2 12
Little Dorrit.	Ditto	2 12
Nicholas Nickleby.	Ditto	2 12
Martin Chuzzlewit.	Ditto	2 12
David Copperfield.	Ditto	2 12
American Notes, &c.	Ditto	2 4
A Tale of Two Cities.	Ditto	2 4
Sketches by Boz.	Ditto	2 4
The Old Curiosity Shop.	Ditto	2 4
Barnaby Rudge.	Ditto	2 4
Christmas Books.	Ditto	2 4
Oliver Twist.	Ditto	2 4

THACKERAY'S WORKS.

Lovel the Widower	3 12
Denis Duval	3 12
The Virginians	5 4
Pendennis	5 4
The Newcomes.....	5 4
Vanity Fair	4 8
Esmond	4 8
The Irish Sketch Book	3 12
The Paris Sketch Book	4 8
Adventures of Philip through the World	4 8
From Cornhill to Cairo	3 0

CHESSON & WOODHALL.

Bombay, 12th August, 1868.

NEW ADVERTISEMENTS.

LE GERANT DU CONSULAT de FRANCE à BOMBAY invite ses compatriotes ainsi que leurs amis à vouloir bien assister à la messe qui sera dite le Samedi 15 Août à 11 heures précises par Monseigneur Meurin à la Chapelle du Fort à l'occasion de la fete de S. M. l'Empereur des Français.

AUCTION SALE OF FIRST CLASS SCREW STEAMERS.

Messrs. BENNETT & Co. are favoured with instructions to submit to PUBLIC AUCTION, THIS DAY, THURSDAY, the 13th instant, at 2 P.M., at their Rooms, by order of the Liquidators of the Bombay and Bengal Steam Ship Company, the remaining three Screw Steamers, *viz.*, "KOINA," "NADA," and "MULA." These steamers have been running but a short time, and are well known as vessels of large carrying capacity and good speed, on a moderate consumption of Coal. The steamer "MULA" will be made over to the purchaser on the termination of her present charter to Government, and the "NADA" and "KOINA" at once.

"KOINA," built at Middlesburgh, 1st Nov. 1864, by Candlish and Fox.

Register.	Gross tonnage.	Length.	Beam.	Depth.
706-72/100	896	230' 1"	30' 25"	17' 5"

Horse Power. *Draught.*

Nominal.	Indicated.	Light.	Laden.
120	600	10' 4"	15' 6"

Carrying capacity 3,314 Bombay pressed bales cotton. Average consumption of Coal 17½ tons per day. Passengers accommodation 18 first class.

"NADA" built at Newcastle 1863 by Marshall.

Register.	Gross tonnage.	Length.	Beam	Depth.
716-76/100	889	201' 2"	29' 2"	18' 7"

Horse Power. *Draught.*

Nominal.	Indicated.	Light.	Laden.
100	500	9·9	15·6

Carrying capacity 3,254 bales Bombay pressed Cotton. Average consumption of Coal 17 tons per day. Passenger accommodation 18 First and 10 Second Class.

"MULA" built at Sunderland, 1st Nov. 1864, by Pile, Hay & Co.

Register.	Gross tonnage.	Length.	Beam.	Depth.
548-14/100	690	229' 6"	27' 75"	16' 10"

Horse Power. *Draught.*

Nominal.	Indicated.	Light.	Laden.
110	550	9·9	15·0

Carrying capacity 2,400 bales Bombay pressed Cotton. Average consumption of Coal 16 tons per day. Passenger accommodation 20 First and 6 Second Class.

For further particulars apply to BENNETT & Co.

MUMM'S CHAMPAGNE,

(THE ORIGINAL BY JULES MUMM & Co.)

A fresh consignment DIRECT, on Sale :—

	Cash.	Credit.
In cases of 1 dozen each	40 0	44 0.

TREACHER & Co., LIMITED.

BOMBAY, BYCULLA, AND POONA.

CHINA TEAS.

of the *finest quality*, specially selected by JARDINE, MATHESON & Co.

HYSON, FLOWERY PEKOE.
ORANGE PEKOE, SOUCHONG,
SOUCHONG & HYSON, SOUCHONG & PEKOE.

The quality of these Teas is so widely known as to render needless any description of their exquisite Aromas and Flavours. The present

NEW CONSIGNMENT

Fully maintains the great superiority to all other TEAS offered in this market, by which former importations have been distinguished.

	Cash.	Credit.
	Rs. as.	Rs. as.
Lead Packets of 1 lb. each, ...	2 8	3 0
Boxes of 7 lbs., each, ...	17 0	20 0

Bombay Byculla and Poona.

CLEARANCE SALE OF CHINA TEAS

of Season 1867, to make room for those of Season 1868.

Pouchong ..... } Box of 7 lbs. { Ordinary Price
Orange Pekoe ..... } { Rupees 20.
Pouchong & Hyson ..... }

REDUCED TO Rs. 10 NET CASH.

TREACHER & COMPANY, LIMITED.

JEWELLERY.

TREACHER AND COMPANY (LIMITED) have recently received a large accession to their stock of JEWELLERY. Always the largest and best selected in Bombay, it is now, by the addition of all the most Elegant Novelties, a more extensive and beautiful collection than ever.

The JEWELLERY is of the first class London Manufacture and quality only, for which the Company has been so long and so favourably known.

BRACELETS.
Of Worked Gold, or set with Jewels, in a variety of Elegant Designs.

BROOCHES.
Worked Gold, or Jewelled, with and without Pendants.

CHAINS.
Ladies' and Gentlemen's Albert, Guard and Victoria.

CHARMS.
For the Watch Chain.

EAR-RINGS.
Small, neat plain Gold or elegantly worked and Jewelled.

LOCKETS.
Plain bright, or dead, Gold, Chased, Engraved, Jewelled, or Mourning; for attachment to Necklet or watch Chain; to take One, Two or Four portraits.

NECKLETS.
Worked Gold, or Jewelled

NECK CHAINS.
For the suspension of Lockets.

GOLD PEN AND PENCIL-CASES,
Spiral, Spring and Telescope; Plain Gold, Engine Turned, Fluted, or Engraved

RINGS.
SCARF PINS.
Worked Gold, Crystals, or Jewelled. A large selection

STUDS AND SLEEVE LINKS.
Plain or Chased Gold; or Jewelled.

SUITES OF BRACELET, BROOCH AND EAR-RINGS.
Worked Gold, or Jewelled.

SUITES OF STUDS, AND SLEEVE LINKS,
Plain Gold, or Handsomely Chased.

HALF SUITES OF BROOCH AND EAR-RINGS.
Worked Gold, or Jewelled.

And the usual large variety of small sundry Jewellery.

ELECTRO PLATE.

JUST received, a handsome selection of THE NEW BISCUIT BOXES.

Proof against Ants, an elegant novelty.

THE NEW BURGUNDY CARRIERS
In several shapes.

BUTTER DISHES. CAKE BASKETS.

CANDLESTICKS. CELLARETTES.

CHRISTENING CUPS. CIGAR LAMPS.

CLARET JUGS. CRUET FRAMES.

DESSERT KNIVES & FORKS.
(Complete sets in cases.)

EGG FRAMES. EGG STEAMERS.

EPERGNES. FISH CARVERS.

FISH KNIVES & FORKS.
(Complete sets in cases.)

INKSTANDS. MUFFINEERS.

THE NEW "OWL" MUFFINEERS.
suitable for Presentation.)

NAPKIN RINGS.
(Complete sets in cases.)

PICKLE FRAMES. PRIZE CUPS.

SALVERS. TEA INFUSERS.

SALT CELLARS AND SPOONS.
(Complete sets in cases.)

THE NEW SARDINE BOXES.
(For the Breakfast and Luncheon Table.)

TEA AND COFFEE SERVICES.

TOAST RACKS, &c., &c.

The above are all of the strongest Electro Plate and in the newest and most elegant designs.

OXFORD UNIVERSITY PRESS
BIBLES, CHURCH SERVICES,
AND PRAYER BOOKS;

Richly bound in best Turkey Morocco, with gilt clasps, rims, and mounts, plain and engraved.
Antique style bevelled sides gilt edges.
" " " " red edges
" " blind tooled and bevelled sides gilt edges.
" " " " " red edges.
" " " " gilt and red edges.
" " " grolier edges.
" " gilt corner mounts and edges.
" " gilt rims and edges.
Tooled and richly gilt sides, gilt rims, and gilt edges.
Tooled and gilt solid ivory sides, gilt back, and edges
Solid ivory sides and back silver clasp and gilt edges

BIBLES,

plain or with references and Maps,
at Rs. 9, Rs. 12, Rs. 15, Rs. 20, Rs. 25.

CHURCH SERVICES,

at Rs. 3, Rs. 3-8, Rs. 4, Rs. 6, Rs. 12, Rs. 12-8, Rs. 15, Rs. 23.

PRAYER BOOKS,

at Rs. 3, Rs. 4, Rs. 5, Rs. 12, Rs. 15, Rs. 25.

TREACHER & COMPANY, (LD.)

Bombay, Byculla, and Poona.

NEW ADVERTISEMENTS.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.

In the matter of Act XXVIII. of 1865, and of the Estate of BURJORJEE RUSTOMJEE MISTRY.

NOTICE.—The FINAL ACCOUNTS of this ESTATE, with the Vouchers relating thereto, have THIS DAY been FILED with the Prothonotary of this Hon'ble Court.

G. R. WILSON,
F. A. SPENCER, } Trustees.

Bombay, 13th August 1868.

In the matter of Act XXVIII. of 1865, and of the Estate of PREMCHUND ROYCHUND.

NOTICE—A FIRST DIVIDEND, at the rate of A QUARTER PER CENT., will be paid at the Office of the Trustees, 6 Elphinstone Circle, on THURSDAY the 13th instant, and on subsequent THURSDAYS, between the hours of 11 A.M. and 2 P.M., to all Creditors whose Claims have been admitted. Creditors must produce their Vouchers when applying for Dividend.

JAMES RANKEN,
T. F. PUNNETT,
G. R. WILSON, } Trustees.

Bombay, 12th August 1868.

FOR SALE, by Public Auction, at 2 P.M. TO-DAY, at Messrs. BENNETT & Co.'s Auction Rooms, the three remaining SCREW STEAMERS belonging to the Bombay and Bengal Steam Ship Company now in liquidation, *viz.*, "KOINA," "NADA," and "MULA." These steamers have been running but a short time, and are well known as vessels of large carrying capacity and good speed, on a moderate consumption of Coal. The "MULA" will be made over to the purchasers on the termination of her present charter to Government; the "KOINA" and "NADA" at once.

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POSTAL NOTICES.

IF having been intimated that the S. S. "Norna" proceeding to China, on the 14th, will not touch at Galle, no mails will be made up for Ceylon for despatch by the abovenamed vessel.

MAILS will be closed at the General Post Office, Bombay, for Galle, Singapore, and Hongkong, per steamer "Norna" on the 14th inst., at 10 A.M.

The Bombay Gazette

THURSDAY, AUGUST 13, 1868.

THE Budget grant for 1868-69, assigned to Burmah, amounts to Rs. 24,75,000, thus roughly distributed :—

Military ..... Rs.	6,50,000
Agricultural ..... „	3,00,000
Other services ..... „	15,25,000
Total Rs....	24,75,000

This shows an excess over the grant for 1867-68 of Rs. 1,25,000. The Budget Estimate, however, for 1868-69, submitted by the local Government, is Rs. 25,35,000, thus distributed :—

Heads of Service.	Original Works.	Repairs	Total.
	Rs.	Rs.	Rs.
Military	5,75,000	73,000	6,50,000

However, our Mofussil friends will know their own minds best, and will take steps or take no steps accordingly.

BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY.

The monthly meeting of the Society will be held in its Library Rooms this day at 4 P.M., when the following gentlemen will be proposed for election as members of the Society without a ballot:—

His Highness Rawul Shree Sir Jaswuntsungjee Bhowsingjee, K.C.S.I., Thakoor Saheb of Bhownuggur; Raj Saheb Sir Runmulsungjee, K.C.S.I., Raj of Drangdra; Jhareja Shree Rowajee, Thakoor Saheb of Moorvee; Jhareja Shree Jeysingjee, Thakoor Saheb of Dhrole; and Gohel Shree Soorsingjee, Thakoor Saheb of Palitana.

Then there will be a ballot for the election of the Hon'ble Shreeniwas Raojee Rao Saheb Punt Prutinidhi; Azum Goculjee Sumputram, Prime Minister to His Highness the Nawab of Joonagur; Azum Bhagwanjee Kurumsee, Prime Minister to His Highness the Jam of Nawanuggur; Azum Gawreeshunker Oodeyshunker, Minister to His Highness the Thakoor Saheb of Bhownuggur; Azum Jeyshunker Lallshunker, Minister to the Thakoor Saheb of Gondal; Edward Morriss, Esq., Manager of the Agra Bank; J. Lumsdaine, Esq., Acting Health Officer to the Municipality, Bombay; Bruce Seton, Esq., R.E.; C. C. Downes, Esq., C.E.; Krishnajee Luxumon, Esq., Extra Assistant Political Agent, Kathiawar; Juggonath Sitaram, Esq., Head Sheristadar to the Political Agent, Kathiawar; J. N. Mendoza, Esq., G.G.M.C.; M. R. DeQuadros, Esq.,; J. C. Lisboa, Esq., G.G.M.C.,; and Assistant Surgeon R. L. Bett, H. M.'s Steamer "Malabar," who have been duly proposed and seconded as members of the Society.

Business.—There will be an election of an Honorary Secretary in the place of Dr. Birdwood, resigned.

GEORGE BIRDWOOD, M. D.,
Honorary Secretary to the Society.

THE FLOODS ON THE B. B. & C. I. RAILWAY.

We have received the following further information on this subject, through the kindness of the Company's agent:—

Further telegrams from the line enable the state of affairs on the B. B. & C. I. Railway, arising from the floods, to be summarised as under:—Four spans of the Nerbudda viaduct have been carried away. There has been a slip of about one hundred feet long in the embankment, about four hundred feet south of the Nerbudda viaduct. At Keem, 15 miles north of Surat, and at Etola the next station south of Baroda) small iron bridges have been so injured as to be impassable at present for engines. Trains from the south, on Tuesday could only reach Panolee station (11 miles from the Nerbudda). Yesterday they would not be able to get beyond Keem. Between Keem and Baroda (65 miles) no trains are at present running, but between Baroda and Ahmedabad trains are running. The flood in the Nerbudda had subsided on Tuesday to about 10 feet.

THE COLLISION WITH THE PILOT SCHOONER.

ADJOURNED OFFICIAL INQUIRY.

The Marine Court of Enquiry, consisting of Mr. John Connon, Acting Chief Magistrate of Police, and Staff Commander H. B. Akaster, of Her Majesty's Indian troop-ship *Malabar*, met yesterday to continue the investigation into the circumstances connected with a collision between the steamer *Sakura* and the pilot schooner *Zephyr* as the former was entering the port on the night of 10th ult.

Mr. Hearn, solicitor to Government, appeared to watch the case for Government; and Mr. Prentis appeared on behalf of the captain and owners of the *Sakura*.

Our report of last day's proceedings gave the evidence of witnesses from the *Sakura*, and the following is from those in the *Zephyr*.

John Ingle deposed—I am a branch pilot of the Bombay establishment and have been in the pilot service for 15 years. I am in charge of pilot schooner No. 3. At six o'clock P.M. on the evening of 10th July we were with this schooner cruising between the outer and inner lights. We were taking pilots out of outward bound vessels and putting them on board inward bound vessels. We took two pilots out of outward bound vessels and put them on board the pilot schooner No. 2. At this time we were outside the outer light ship to the S. E. This was about half-past six. Schooner No. 2 stood into the harbour. I continued cruising on my station between the two light vessels. I first saw one rocket and one blue light, then another and a blue light at about 7-15. These came apparently from the steamer, which afterwards turned out to be the *Sakura*. We were then inside the outer light ship—from a mile to a mile and a half. At the time I saw those lights I was running before the wind. When I saw them I hauled by the wind on the port tack standing to the north N.W., and the other schooner stood on. For about twenty minutes I stood on that tack showing no light but the mast-head light. I then put about, stood to the south on the starboard tack, and hove to in mid channel under all sail with head to the south. Immediately after this I showed a flare-up light and continued to show this light every three or five minutes so as to attract the attention of the steamer whose lights I saw all the time. The steamer was at this time steering to the south, and I saw the port and mast-head lights. I should say, that when I showed my first light the steamer was five miles off. I saw its green light half a minute before she came into me. We were then beside the light ship about half a mile. I had seen the steamer's light all the time. When I saw her green light I knew there must be a collision. I ran the schooner round the light vessel to the eastward and stopped close to her. I did not go round on the other tack, because if I had done so I should possibly have got foul of the light ship When I saw the steamer's red light and green light coming stern on to me I went round. My vessel was not properly round when the steamer struck me. I hailed the steamer before she struck us. She struck us with her stern just abaft the fore rigging. The bow-sprit knocked our foremast out in three pieces. Our starboard gunwale was under water. All my men were on board at the time. Nearly all of them jumped overboard apparently thinking the vessel was going down. I did not think so, but I thought she might ultimately sink. I went on board the *Sakura*. At the moment of collision I was standing by the tiller. When the steamer backed astern she took the schooner with her as they were fast together. She got clear in about twenty minutes. I was on board the *Sakura* before this, and asked the captain if he would take us in tow; and he expressed his readiness to do so. Another pilot came on board and took charge of the *Sakura*. Our hands were sober, every man on board. The pilot who took charge of the steamer appeared to me to be sober and capable for his work. I was personally injured while the vessels were fouled. The shank of the anchor and the round of the bow jammed my legs.

By the Court—I showed the bright light at the mast head according to regulation for pilots. I had shown a flare-up light within half a minute of the collision. About a minute previous to this I had shown a light. When I saw the steamer was coming so close, we were constantly showing these lights. The steamer as approaching us was describing a curve. It was a cloudy night of passing clouds and squalls.

By Mr. Prentis—We have two stations, one outside the light ship and the other between the inner and outer light ships. My purpose was to give the steamer her course in. Our tonnage is 82 tons. I was in my usual and proper place at the time of the collision. When I showed our last flare-up light the schooner's head was to the south. I did not think it safe to go to the outer light ship or the steamer would the latter was near the light ship so as to give the steamer her course.

John Thomas, mate of the *Zephyr*, gave evidence to much the same effect as the preceding witness.

Yesterday James McCartney, who had been at the wheel of the *Zephyr* on the night of the collision, Thomas Thorburn, probationary pilot, who had been aboard the schooner, and John Cunningham, one of the crew, were also examined in support of this evidence.

Samuel Evans Sculthorpe deposett—I am a first classpilot Bombay Harbour. I was on board pilot schooner No. 2 on the night of the 10th July last. I was passed that evening from schooner No. 3 to No. 2. This was about six o'clock. The schooners parted company before dark and took contrary directions. This was about seven. I do not know when the other schooner went. When I came on deck we were about abreast of the outer light ship, going so far as I can judge W. E. by East. We were going at four knots. I was about a quarter an hour down below. I took no notice of how the schooner, in which I was, was going. I do not know for what purpose I was put on board the schooner No. 2. I was called up five minutes before I got on board the steamer. The collision took place while I was below. When I went on board the steamer I found that the port bow of the schooner was foul of the starboard bow of the steamer. At this time part of the foremast of the schooner No. 3 went. I took command with the captain's permission and ordered astern. When I went aboard the steamer engines were not going.

The enquiry was adjourned till 10-30 A.M. to-day.

FAREWELL DINNER TO MAJOR GENERAL RIVERS AND Mr. J. R. RUSHTON.

Major General Rivers, Agent of the G. I. P. Railway, and Mr. J. R. Rushton, Chief Resident Engineer of that line, having retired from their appointments with the intention of leaving India for England, were on Monday evening entertained at a farewell dinner in Framjee Hall, Breacheandy, by the staff of the railway and other gentlemen. The roadway to the Hall was lighted up by gas jets in globes, and in front of the doorway there was a large design in gas; but the effect of the design was sadly marred by the high wind which prevailed. Another kind of illumination proved much more successful—railway lamps in different colours, which were so arranged as to have a very fine effect, and which were not at all affected by the wind. The vestibule was decorated with flags, &c., and the fine hall in which the dinner was held had been embellished by flags, banneretes, and flowers in a most tasteful style by Mr. Terry, of the School of Arts. An excellent band was in attendance, which played at intervals during the evening. The hour for dinner had been fixed at half-past seven, but on account of the flooding of the line between Callian and Deewa, General Rivers and several other gentlemen had been detained, and the company did not enter the dining-hall till after 9 o'clock, when about 160 or 170 gentlemen sat down to an excellent dinner.

The chair was occupied by Mr. R. M. Brereton, Chief Engineer of the Northern Extension, and Mr. Walter Knox, Traffic Superintendent, acted as vice-chairman. The Chairman was supported on the right and left by Major General Rivers and Mr. Rushton.

Full justice having been done to the excellent dinner which had been purveyed,

The Chairman proposed—"Health and long life to our Sovereign the Queen, to their Royal Highnesses the Prince and Princess of Wales, and to the rest of the Royal Family;" which was duly honoured, the band playing the "National Anthem."

The Chairman then proposed—"The Army and Navy." He said—These two great services have again earned the gratitude and enthusiasm of their countrymen by the splendid success of the Abyssinian campaign. (Great applause.) It is under the protection of these two great services that the British Empire, in extent, wealth, and power, is without a parallel in history. (Applause.) The Army and Navy of Great Britain, coupled with the name of Captain Hancock, the toast I now have the pleasure to give you, must be a bumper.

Captain Hancock, in responding to the toast, said—Gentlemen,—As the honour of responding to this toast has devolved upon me, I beg to thank you, in the name of the two services, for the manner in which you have received it. The Chairman has alluded to the Abyssinian Expedition, which is the great theme of our conversation at this time, and to its noble Commander, Lord Napier of Magdala, a member, I may say, of the corps which is my favourite, the old Indian Engineers. (Applause). Gentlemen, I think one point in this campaign ought to be particularly borne in mind, and that is, that it is to what I may call the civil department of the army that the great success of this campaign is to be attributed. (Hear, hear.) There was but little fighting, the marches of the troops were but little harassed by the enemy, but the soldierly qualities of the troops were shown chiefly by their complete discipline. But it was to the departments which were entrusted with the supply and the transport for the Army—to the road makers and to the surveyors—that the success of the Expedition is mainly to be attributed. (Hear, hear.) In fact I may say it was to the traffic management—(laughter)—the storekeeper, and to the engineers. (Laughter). I think, gentlemen, that the relations between the Army and the Civil Service have been year by year becoming more and more satisfactory. The greatest talents of the greatest engineers of the day are now devoted to the improvement of our armaments. And I may say that the increasing popularity is clearly shown by the establishment of the Volunteer Corps. (Hear, hear.) Perhaps, to go from generalities to particulars, I might say that the fact that an Engineer officer is now occupying the place of head manager of the Great Indian Peninsula Railway is another proof of the satisfactory relations. (Applause.) I will not detain you longer. I will conclude by proposing what I call two sentiments, and these are—"May we (the army) never have a less justifiable cause to fight in than that of the Abyssinian expedition, which has just so successfully come to a termination"—(applause)—and "may the popularity of the services with the nation of England never be less than it is at the present moment." (Applause.)

The Chairman, in proposing the health of General Rivers, said—I would I had the readiness of speech, the flow of words, to enable me as your spokesman to express as fully and as warmly as you wish, our feelings of respect for General Rivers, and our deep regret at losing him. (Applause.) General Rivers has been long and intimately connected with this railway; he has, from its early commencement, watched over it, cared for it, and assisted it; and since the last two years as our agent he has been more closely connected with our staff. Gentlemen of the staff, in now wishing him farewell, no words of mine can express the feeling of kind respect we all entertain for him. (Hear, hear.) We feel that we can ill afford to lose one who has endeared himself to us, by long years of official and of private intercourse, by unswerving straightforwardness of character, boundless kindness, and liberality of heart, and great courtesy towards all. (Applause.) We deeply regret that his health should have broken down through his length of service in India, and the very trying and anxious vicissitudes of the last two seasons. In thanking him for all his kindness, and for all his services to the staff, we would venture to hope, that ere long he may be able to look back on his life among us with some satisfaction, and that when the spendid future of this railway shall have fully come, and its noble resources be developed, he may review the years of his Indian career, and forget in the joy of his heart the days of terrible anxiety, sickening care, and of any official annoyances that have passed. (Applause.) Gentlemen, we may not, we cannot, doubt that the ultimate success of this railway will be very great. (Hear, hear.) It is true that grave mistakes have been made, which have added to the cost of the works; but, notwithstanding all these mistakes, and after all the failures have been made good, I am convinced that the cost of this railway will bear a very favourable comparison with other large Indian railways. (Hear, hear.) This railway has some of its lines laid through fair and splendid districts, it possesses a goodly heritage. For instance, those of us who have seen the valley of Berar in the cold season white with cotton far as the eye could reach, who have seen our stations and our waggons crammed with its products, who have seen that still more beautiful valley of the Nerbudda, a vast sea of golden corn, and who know, too, that over this line must flow an ever-increasing tide of rich traffic from the best parts of this mighty continent, are fully assured that this railway has a splendid future before it, and will be a mighty river of trade and commercial prosperity and happiness to this city of Bombay. (Applause.) Gentlemen,—"I now ask you to drink with all the honors to the long life, to the lasting happiness, and with perfect restoration to the health of our good friend and agent, General Rivers." (Applause.)

Major General Rivers, in responding to the toast, said—Gentlemen,—It is an old and very true sentiment for those placed in my present position to utter, that their feelings could not be expressed in words. I need not use the old formula, for you will soon be painfully conscious how true it is in my case. But I would say more, and that is, that I cannot understand what I have ever said or done to have called forth the sentiments enunciated by you, Mr. Chairman, and so heartily responded to by those present. I do feel, indeed, gratified and proud—who could help it—that I have somehow obtained your approbation—(applause);—but that feeling is mingled with, and almost destroyed by the greater one of remorse, for how little I have used the splendid opportunities this appointment gave me of doing more. (Applause.) I would here, indeed, attempt to obtain some consolation from the thought that to do the work of an agent of this great Company, o this enormous undertaking, would tax the ability of the best, the wisest, and the strongest. (Applause.) To be a good agent one requires to be a good engineer, a good mechanic, a good lawyer, and to have knowledge of railway work; (hear, hear) to understand a temper which no misfortune can depress and no taunt or sneer can rouse into passion (laughter); it requires a constitution which would enable the mind and body to work alike in the stewy atmosphere of Bombay, and the scorching wind of Berar. (Applause.) But, after all, to say the task has been difficult is but a poor consolation and a lazy excuse; I would rather draw attention to the means that have really evoked me to do what I have done, and the way in which the toast of my health has been received tells to you all, gentlemen, who are not connected with the Company, what that assistance was. It was in the fact that I could always count on the hearty, willing aid of every one, whether head or subordinate, of every department, No order, or memo., or circular was required; any slightest expression of a wish was sufficient to enlist the energy of each in the direction required. I would speak first of the engineers—for we must make the line before we can work it. (Laughter.) I have been working with Mr. Rushton at its head. I have always found his great talents ready to meet every difficulty and emergency. (Applause.) Among the engineers for all his services to the staff, we would venture to hope, that ere long he may be able to look back on his life among us with some satisfaction, and that when the spendid future of this railway shall have fully come, and its noble resources be developed, he may review the years of his Indian career, and forget in the joy of his heart the days of terrible anxiety, sickening care, and of any official annoyances that have passed. (Applause.) Gentlemen, we may not, we cannot, doubt that the ultimate success of this railway will be very great. (Hear, hear.) It is true that grave mistakes have been made, which have added to the cost of the works; but, notwithstanding all these mistakes, and after all the failures have been made good, I am convinced that the cost of this railway will bear a very favourable comparison with other large Indian railways. (Hear, hear.) This railway has some of its lines laid through fair and splendid districts, it possesses a goodly heritage. For instance, those of us who have seen the valley of Berar in the cold season white with cotton far as the eye could reach, who have seen our stations and our waggons crammed with its products, who have seen that still more beautiful valley of the Nerbudda, a vast sea of golden corn, and who know, too, that over this line must flow an ever-increasing tide of rich traffic from the best parts of this mighty continent, are fully assured that this railway has a splendid future before it, and will be a mighty river of trade and commercial prosperity and happiness to this city of Bombay. (Applause.) Gentlemen,—"I now ask you to drink with all the honors to the long life, to the lasting happiness, and with perfect restoration to the health of our good friend and agent, General Rivers." (Applause.)

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In our troubles last year Mr. Rushton and I had several earnest talks on the state of the line, and we resolved to stick by the old ship till she was thoroughly righted, (Applause) which will, I trust, be next year; but the fates have ordained otherwise, and we must leave it to others, but this with all confidence when I see to whom the work is left. (Hear, hear.) To the general manager, Mr. Knox, the work of the line has been left, and his energy, his ability have overcome all the difficulties, which have lately not been few, in working the traffic. I felt that the Company's work and the public wants could not be left in better hands. (Applause.) I have seldom, therefore, interfered, as I think the wisest part of those that govern is knowing when to leave things alone. There are representations of the public here to whom I can confidently appeal, whether I have exaggerated in speaking of the manner Mr. Knox has done his work. Mr. Charlton, that old and well-tried servant of the Company, has had charge of the Locomotive Department. His sound practical knowledge and his steady devotion to his work have resulted in an enormous amount of work, both in doors and out, being done at a lower cost than ever before, and at the same time the large body of men—our countrymen —he, I had every reason to believe, the greatest regard for him. To him and his assistants the credit of all this is due. (Applause.) But, gentlemen, we all in this country require our pay, and I am sure you will all agree that in Mr. Barnett's hands those wonderful bewildering books and accounts have been organized in a clear business-like way. (Hear.) I know that to me his advice and assistance have been most useful, not only in the mere dry accounts, but in everything when the Company's interests were concerned. They have no more devoted servant than him—while his temper and cherry face would prevent, I am sure, a growl arising even when he had the painful duty of "cutting." (Laughter.) In Mr. Downes, whose energy not even Government can check, whose power of will and urgency of manner generally carry all point against all departments—(laughter) the Company have a most valuable servant, and his aid, especially in the mercantile transactions of the Company, has been most valuable. I would tire you, gentlemen, if I were to go through the whole list by whom I have been so ably aided. I could otherwise speak on, and would gladly do so on this theme. Mr. Blackwell has developed his department so as to arouse the jealousy of the Government Telegraph. Captain Birdwood has looked after our *mauvais sujets*, and kept us in order. (Laughter.) Dr. Eccles has taken care of our bodies. (Renewed laughter.) And not only to the servants of the Company am I indebted; in the intimate relations now existing between Government and a Railway Company, one's work would be doubled, and much annoyance would arise if there was not a cordial understanding between the Government officers and the agent; but with me I had the good fortune of counting as my friends Colonel DeLisle, and lately Colonel Trevor. (Applause.) To say I had no red tape obstruction is to say but little, I had assistance and advice ever ready—and most valuable they were. To all the officers of the Consulting Engineer Department I feel very grateful. I see at this table one whom I often gladly meet both officially and socially—Mr. Carrey—the Agent of the Baroda Company. (Applause.) We have established relations, which I trust will always continue, of amicable rivalry, so as will best serve the public, but with no jealous feeling of grudging our neighbour's success. (Applause.) To all whom I have mentioned—to the many it is really impossible to mention—I feel very grateful. I thank them all, not only for the assistance but for the sympathy which lately has been expressed by so many in my illness. I thank you all, gentleman, for this splendid entertainment which I look on with wonder when I think that I am one in whose honour it has been got up. I thank you for the hearty manner you have responded to the toast—and I have but the one word to say "Farewell," and a wish that after some nine years' of good service to the company you will follow me home, and that I may meet some of you there. (Great applause.)

Major General Rivers—I now beg to propose "The Civil Service." I believe this is a toast which requires no imagination (laughter) or anything else. Ever since I have been in India some of my dearest friends have been civil servants. I beg to propose. "The Civil Servants" without further remark.

Mr. Arthur Crawford acknowledged the toast and in doing so said—To fall back on a very stale style of oratory, I cannot say I am unaccustomed to public speaking for I am accustomed to speak but on occasions the very reverse of festive, when the better feelings of human nature are rarely exhibited. (a laugh) This is indeed a very different affair. I am called upon to return thanks on behalf of a great service, and to do honor to two friends about to leave us, who have been honorably connected for years with one of the greatest undertakings in the world. (Applause.) For the Civil Service, I thank you for the cordial manner in which you have drunk our healths. Gentlemen, ours is a noble service, indeed. We are all proud of belonging to it—myself I am proud to say I come of a long line of Indian civilians who have taken their part in the past history of India. (Applause.) When I came out nearly fourteen years ago, the G. I. P. Railway had only just reached Tannah. Since then I have at various times and places seen the line progress, and been associated with the company's officers, and I do not remember from first to last a single disagreement between the company's officers and the Civil Service. We have worked always hand in hand, with one common object—the improvement of the country,—while I think I may say that the Company's officers have received all possible assistance at our hands. I can add that their presence in our districts was always hailed with pleasure, and that in our association with them we have always found them right good fellows. Gentlemen, I think the good will existing between us is creditable to both services, (hear, hear) and I hope it may be year by year cemented. Gentlemen, General Rivers has told you that many of his dearest and oldest friends rank in the Civil Service. I am sure the service is honored by this fact, and I believe that the general popularity of our service is due in no small degree to the influence of men like General Rivers, of the good old Indian school, always ready to give good counsel or aid in trouble, courteous and considerate to all about them. (Applause.) Even in these terrible days, when every man seems bent on backbiting his neighbour, there is no one, not one single man, who can say a single word but of praise and affection for General Rivers—this kindly generous gentleman. (Cheers.) I again thank you and him for the kind manner in which you have drunk the health of the Civil Service. (Applause.)

Mr. A. Robert, Engineer for Poona District, then proposed the health of Mr. Rushton. He said—I have now to propose a toast, to which I feel I cannot do justice—the health of Mr. Rushton. (Applause.) Mr. Rushton has now been for a long time connected with the scientific profession of civil engineering. Mr. Rushton had been engaged by the late Mr. Robert Stevenson, as one of his engineers in the construction of the Egyptian Railway, and on the completion of that line he entered the service of the Egyptian Government, where he remained for some years. We all know that for the last nine years he has been head of a numerous staff of gentlemen undertaking scientific engineering works, and I can scarcely express our respect and esteem for Mr. Rushton. (Hear hear.) I am sure every one who has the pleasure of his acquaintance will say "amen" to this. (Applause.) All of us know his good feeling and generosity towards us, and we all, in parting with him, feel that we are parting with a friend and earnest friend of the G. I. P. Railway, and one of its best officers. (Applause.) I am sure every one who knows him will wish him a hearty farewell, a prosperous journey to England, coupled with the sentiment that he there may enjoy long life and a happy further career in that profession of which he is so honourable a member. (Great applause.)

Mr. Rushton said—On rising to respond to the toast which has just been proposed, I am placed in a difficulty that will require all your kindness, all your forbearance, to enable me to extricate myself from. You will, I am sure, therefore, make every allowance for the difficulty I now labour under in not being able to find words suitable to convey the thanks I feel for the honour you have done me in proposing and drinking my health. (Applause.) When one looks around this room and observes the way it has been decorated, the trouble that has been taken with all the arrangements to place upon this table the magnificent repast we have just enjoyed, he cannot but feel that a great compliment has been paid to General Rivers and myself, and that we are leaving many kind friends in India—such as we shall be much difficulty in finding or working with elsewhere. It is not my intention to make any detailed remarks on the works of the Great Indian Peninsula Railway, or do more than allude to the trying times we have all had to contend with, particularly the Engineers of the line (hear hear.) It was my earnest desire, my earnest wish, to have placed the works on this line on a sound and stable footing with the old G. I. P. staff and the few additional engineers that have been recently engaged upon it, and to have shown by acts and not by words that the staff I have had the honour to be at the head of during three years of exceptional difficulties and disasters was equal to any staff of similar magnitude in this or any other country. (Applause.) I trust that those who succeed me will carry out my intentions, and that they will find things less crowded now, for I think I have succeeded in doing some little good for the line. (Applause.) The G. I. P. Railway will yet, I hope, stand out in bold relief in India as being one of the most solidly constructed and most ably managed lines in this great empire. (Hear, hear.) For I have, although my connection with it will very soon be at an end, and in all probability I shall never see it again, a great regard—I may use a stronger term and say a great love—for the old line and its Indian staff of able, upright, and honourable men. (Applause.) The toast which I am introduced to me now to give is one I have much pleasure in proposing although I know I cannot do it that justice which it deserves. It is the health of the Royal Engineers. I am sure you will all agree with me when I say that when England has required their services in times of peace for the great engineering enterprises of the day, or to assist her in the field in time of war, they have always responded to the call in a manner that has added to her prosperity or her glory as a nation. (Applause.) The Abyssinian expedition which left these shores a few months ago was commanded by an officer belonging to this distinguished branch of her Majesty's service. It has been an expedition of great success and will no doubt add much to the renown of the British name in the Eastern hemisphere and in that of the Western also. (Applause) I will, in connection with this toast, mention the name of Colonel Trevor, the senior officer present of this branch of the service. It is a toast that should be drunk with all the honours and in a bumper.

Colonel Trevor replied.

Mr. Walter Knox then briefly proposed the "B. B. and C. I. Railway," coupled with the name of Mr. C. Currey, Managing Agent of that line, to which Mr. Currey responded.

Mr. Downes, storekeeper of the G. I. P. Railway, then proposed "the guests of the evening," which was responded to by Captain Hendry of the P. & O. Company.

Mr. W. C. Penson then proposed "the Merchants of Bombay." He said—I have been called upon somewhat unexpectedly to propose a toast this evening, which had originally been entrusted to more able hands. The toast, however, is one that happily for me carries with it its own recommendation, and needs from its proposer very little to ensure its ready acceptance. I must, however, crave your indulgence, gentlemen, if being called upon thus suddenly to deal with a toast of such importance, I fail to treat it as it merits. The toast I have been this evening entrusted with is the health of the merchants of Bombay, and I am well aware that in abler hands such a theme would afford scope for the most exhaustive eloquence, and the warmest eulogy! I must, however, content myself, especially at this late hour, with giving the merest preface to the toast, leaving it to the able representative of the Chamber of Commerce, to whom has been confided the duty of replying, to do the subject the justice it may fail to receive at my hands. The merchants of Bombay, gentlemen, are known to us as the pioneers of civilisation in Western India, and not only are they this prominent but they are known to us all as constantly setting before us a noble example of perseverance, industry, and intelligence;—(laughter)—and I think I may say, without fear of contradiction that they take a foremost rank among the citizens of the world for their high integrity and the strictly honorable spirit of their dealings. (Oh, oh, and laughter.) And more than this, gentleman, I may further say that none among you who have ever been brought into contact with them, either in their public or private capacities, can have failed to appreciate that courtesy and true gentlemanly feeling for which they are so eminently distinguished. With these few remarks, gentleman, I beg to a propose for your acceptance "the health of the merchants of Bombay, coupling with it the name of Mr. James Taylor."

Mr. James Taylor, Secretary to the Chamber of Commerce, replied, entering at some length into the commercial progress of Bombay, and eulogising the character of the Bombay merchants. He then proposed "The Press."

Mr. W. H. Osler, of the *Times of India*, responded.

This finished the programme of toasts which had been drawn up, and bouquets were then distributed; but several other toasts followed. The Chairman proposed "the Ladies." Mr. Lefevre, G. I. P. Railway surgeon responded most eloquently and gallantly, and the appreciation of his humorous speech was testified by his receiving a perfect shower of bouquets.

The Chairman then proposed "Mr. Rivett-Carnac and the Cotton Provinces," to which the Chairman, after referring to the importance to the Railway Company of the cotton traffic, and the satisfactory manner in which the crop had been carried to Bombay, proposed in handsome terms the health of Mr. Rivett-Carnac, the Cotton Commissioner, to whom he said the company were indebted for the assistance rendered during the past cotton season.

Mr. Rivett-Carnac, in returning thanks, said that he had only arrived, about two hours ago, in Bombay from Central India, after having had a somewhat desperate journey through the floods which were now spead over the country, and that he was quite as much taken by surprise as he was gratified to hear his health proposed in such a handsome manner by his friend Mr. Brereton, for no greater compliment would in his estimation be paid him than to mention his name in the same breath with the Traffic Department, which had earned for itself so much credit during the past season. He had done his best to work with that Department, and to give them from time to time what information they required, and he hoped he was not mistaken if he regarded the cordial manner in which he had been received that evening as an indication that those endeavours had not been altogether unsuccessful. In regard to the manner in which the cotton had been carried by the G. I. P. Railway Company this season, it was not necessary for him to say much: the results spoke for themselves; but he was confident that the merchants of Bombay, who were so deeply interested in the matter, would support him when he said that the arrangements made by Mr. Knox and the officers of his department for meeting the requirements of the trade had been everything that could be desired, and that the promptness and regularity with which the consignments had been carried from distant Central India to Bombay, would materially assist to place the great trade of this side of India on the most satisfactory basis. He was particularly glad that, notwithstanding the many difficulties that, owing to the heavy weather, had been encountered on the road, he had succeeded in getting through the journey and attending the dinner, for it gave him an opportunity of expressing the great regret that he knew was felt by many of the Government officers in the Central Provinces at the departure of Mr. Rushton from India. The presence of the officers of the Railway Company had always been highly valued by the residents at up-country stations, for not only did the engineers and others employed on the great works help to leaven the society, which was sometimes rather too official, but the most willing and valuable assistance had always been rendered by them to the officers of Government in suggesting and carrying out plans for local improvement in the neighbourhood of stations at which they were posted. Several of the towns in the Central Provinces owed many of the advantages they possessed to the assistance of gentlemen belonging to the staff of the G. I. P. Railway Company, and he would particularly instance the town of Hurdah in the Nurbudda valley. His acquaintance with Mr. Rushton, whom he (Mr. Rivett-Carnac) could now claim as a friend of long standing for upwards of twenty years ago at the little town of Hurdah, in one of the hottest days of the hottest month of that very hot part of India. The people there were very badly off for water, and the town was about as dirty and neglected as most towns in India can succeed in being, if no particular attention is paid to them. But Mr. Beddy, the Assistant Commissioner in charge of the town, had the good fortune to secure the assistance of Mr. Rushton, and in time a water supply, and excellent municipal arrangements, and striking improvements, all planned by Mr. Rushton, were carried out, and Hurdah is now, as perfect a little model town as could be found in India. The highest compliments had already been paid to Mr. Rushton by his fellow-workers, whose opinions of a man's worth must always be the work valuable, and anything he (Mr. Rivett-Carnac) could say must now appear very tame, but at the same time he was confident that it would not be otherwise than gladsome to Mr. Rushton to know that his many friends, European and native, official and non-official, in the Central Provinces, much regretted his departure from India, and wished him in his good land to which he was going every happiness and prosperity. The wish for a "Rushton Square," and the "Rushton Clock Tower" at Hurdah would remain to show the interest that Mr. Rushton took in all matters connected with the welfare of the people among whom he had lived, and these works were some of the many proofs the good feeling that had always existed between the officers of the G. I. P. R. Company, and the authorities in the Central Provinces.

Mr. Rushton proposed "the Contractors of India," saying he did not mean merely the European contractors, but also included the native firms. He referred specially to the firm of Glover & Co., to the commendable readiness of that firm to come forward in times of emergency, and to the excellent manner in which work was done. It had been very creditable to that firm to come forward spontaneously, as it had done, when the bridge across the Mowkee-Mullah collapsed, and the rebuilding of that bridge had been exceedingly well done and in a surprising short time. Had it not been for that firm the gap could not have been bridged in so short a time. He also referred to the excellent manner in which the work had been done by Glover & Co. on the Nagpore Line, and concluded by coupling with the toast the name of Mr. Brown, who had succeeded Mr. Glover at the Mowkee-Mullah when he lost his health.

Mr. Brown thanked the company for the way in which the toast had been received; said the firm would always be glad to come forward, as they had done, to carry out work to the satisfaction of the Company and of the public.

Mr. Rushton then proposed the health of the Chairman, praising his abilities, and expressing the hope that he would succeed well as Chief Engineer.

The company then broke up at about 3 o'clock.

SPORTING.

NUGGUR RACES.

3rd DAY—SATURDAY, 8th AUGUST, 1868.
FIRST RACE.

"The Craven Stakes."—For all horses. Rs. 100 from the fund. Entrance Rs. 50. 1¼ mile. Weight for age. One stone in excess of Byculla standard. To close and name the day before the race.

	st. lb.
H. H. Aga Khan's...g. a. h.	Tigar..... 10 3 Syed.
Mr. H.'s	ch. a. m.... Lilian ..... 9 11 Owner.
Capt. C.'s	b. a. h..... Chance..... 10 0 Owner.

"Lilian" and "Tiger" both found plenty of backers for this race. No one had much faith in "Chance," who after running out the first half mile in 58 sec. in company with the others fell off and would not come to the front again. At the end of a mile "Lilian" showed that she had had enough and allowed "Tiger" to come in an easy winner by a short length hard held. Time—1st ½ mile, 58 sec. Total time, 2 min. 32 sec.

SECOND RACE.

"The Scurry."—Rs. 80 from the fund. Entrance 1 G. M. ½ mile heats without dismounting. Catch weights G. R.

Mr. Langley's g. a. h.	Devilskin, late Young Greyleg. Rizzack.
Mr. B.'s	br. a. g. Snapdragon..... Mr.
Mr. Gayo's	g. a. g. Bantam ..... Owner.
Capt. Stack's ch. a. g.	Hope ..... Owner.

"Hope" and "Bantam" were the favourites. This race was looked upon almost as a certainty for "Hope" owing to his superior speed and training. Unfortunately, however, no less than two false starts took place, in both of which "Bantam" ran almost up to the winning post before he could be stopped, as also did "Devilskin" in the first and "Hope" in the second. The consequence was that when they did start "Snapdragon" who had been taking the matter very quietly won the first heat easily, "Bantam" above a length behind, with "Hope" and "Devilskin" close by. The latter got a very bad start and lost two or three lengths, or would probably have won.

2nd Heat.—All went back again and started off again, this time without any false starts, "Devilskin" coming in an easy winner, very well pushed to the front by Rizzack. "Snapdragon's" jockey unfortunately allowed his horse to swerve off the course at the start, by which he was completely thrown out, and all the efforts of whip and spur, which apparently were not spared, had no effect.

3rd Heat.—"Snapdragon" and "Devilskin" went back again (the other two being disqualified, not having won a heat). "Devilskin" being landed an easy winner.

Time.—1st heat, 28 sec.; 2nd heat, 29 sec.; 3rd heat, 32 sec.

THIRD RACE.

"The Ladies' Plate"—Rs. 200 from the fund. Entrance Rs. 50. Weight 9st 7lbs. Winners of the meeting extra; one race 3lbs., two races 5lbs., three or more 8lbs. The usual penalty on English or Colonial horses. Two miles.

		st. lb.	
H. H. Aga Khan's...g. a. h.	Star of the South	9 7	
Mr. Jones, ...	g. a. g.	Tol Loll.....	9 10 Capt. Borradaile.
Mr. H.'s	g. a. s. g.	Emigrant.....	10 4 Owner
Mr. Hogg's	g. a. g.	Old Tom	9 10 Owner.

This was considered to be *the* race of the day, and notwithstanding "Emigrant's" exhibition on the previous day, he was looked upon as a certain winner. "Old Tom," being reported rather out of sorts, made it all the more certain for the Waler. A capital start was effected, "Emigrant" bounding off with the lead, and all four

THE "NEW FRANCE," BY PREVOST PARADOL.

THE following is an abstract (which we reprint from the "Standard") from the preface of the "New France" (*La France Nouvelle*), which has caused so much sensation in France. In four days the first edition was exhausted :—

"The conflicts between the Revolution and the First Empire, our classical education, our relative ignorance of foreign languages and of contemporary history, have unhappily led us to look but at that narrow theatre in which contend the nations of the ancient continent, and we scarcely look now and then at the remainder of the world. It is high time to tear down that blind. Then let us take the map of the globe—let us study it in its whole with an intelligent attention ; let us observe the changes brought about since the beginning of this century in the distribution of the human race over that immense space, and let us consider what has been the past of France, in that increasing of populations, in that foundation and development of new empires.

"Two rival powers, but only one as to the race, language, customs, and laws, England and the United States of America are dominating the world, with the exception of Europe, or rather they exist there alone, and once we have passed the European waters we only stand near those two powers as remembrance. How is it possible not to recollect before such a sight that we could hope once that our race and language and that the French formula, would be chosen by the European civilisation to invade the remainder of the world ? We had every chance on our side. It was France which, through Canada and Louisiana, began to embrace Northern America ; India seemed to belong to us, and were it not for the mistakes political liberty could have spared to our forefathers, the language and the blood of France would, in all likelihood, occupy in the world the place the language and the blood of England have irrevocably conquered ; for destiny has spoken, and at least two portions of the globe, America and Oceana, henceforth and for ever belong to the Anglo-Saxon race. Moreover, now-a-days a book written in English is much more widely read than if it had been written in our own tongue, and it is with English words that the navigator is hailed on almost all the accessible coasts of the world.

"However, that actual predominance of the Anglo-Saxon race everywhere out of Europe is but a feeble image of what an approaching future has in store for us. According to the most moderate calculation, founded on the increase of the population during the last decennial period, the United States will number more than a hundred millions of inhabitants at the end of the present century—without speaking of the probable annexation of Mexico, and of the extension of the American Republic to the Panama Isthmus. Brazil and the several States of Southern America weigh very lightly by the side of such a power, and they will disappear when the masters of the northern continent think proper to extend themselves. The possible, though improbable division of the American Republic into several states, would very little affect that future ; for as soon they would be separated, the fractions of that immense empire would soon feel the necessity of fortifying and extending themselves. For instance, had the secession succeeded, there is no doubt whatever that the new Southern Confederation would have invaded Mexico much sooner than the reconstituted American Republic will attempt to do it. At all events, the American continent is, in its whole extent, destined to belong to Anglo-Saxon race ; and if we take into account the increase of speed which is so very notable in human events, it is very likely that such an important change will be accomplished in the course of about a century or a century and a half.

"It is not the less certain that Oceana belongs for ever to the Anglo-Saxons of Australia and New Zealand, and in that part of the world the march of events will also be very rapid. No doubt the discovery of gold greatly contributed to the rapid increase of the English population in Australia, but immigration has not diminished since the production of wool has become more important than the production of gold. Agriculture will soon predominate, and the plough will soon convert the soil to pasture. Lastly, industry and the merchant navy will show themselves before long, for the Australians will soon be tired of selling raw produce which they can manufacture and ship themselves ; already they announce with some degree of pride that they export coals into the ports of the Far East. Most certainly, if the mineral industry is developed, the coals brought at so great an expense from Europe for the wants of the Eastern shipping will be unable to compete with the Australian products. Truly it only suffices to look at the map to perceive the magnificent future reserved to the new states of Australia. Not only the European colonisation of the remainder of Oceana will be their own work (and some day a new Monroe doctrine will forbid old Europe, in the name of the United States of Australia, to have a footing on one of the Pacific Islands), but it is easy to foresee that China to which they stand nearer than any other civilised nation, will acknowledge them masters sooner or later. It is also certain that the United States will play a great part in the East from the day when their coasts on the Pacific will be in full activity, and when San Francisco, already so commercially busy with the East, will have become a powerful rival in the same quarter of the ocean. But Australia can beat the United States in speed ; in any case, she will ultimately contend with the United States for the commercial and political supremacy in the farthest East ; for geography has its laws, and when two nations, equally civilised, contend for the commercial or political domination over any part in the world, it is the nearest one which has finally more chance of being successful. Therefore, in all probability China will be for Australia what India has been for England ; and should England collapse one day, it is not the less probable that her Indian Empire would fall into the hands of Australia. But let us put aside all these conjectures although they strike the mind with all the characteristics of truth ; and let us confine ourselves to draw from the actual but irrefragable facts the only conclusion that can interest us. Whatever power (the United States or Australia) may dominate in China, India, and Japan, it may be that England maintains her empire in those regions for a long time, or that she abandons it to the young competitors to whom she gave life. Our children are not the less assured to see the Anglo-Saxon race mistress of Oceana as well as of America, and of all the countries of the farthest East that may be dominated, worked, or influenced by the possession of the sea. When affairs shall have reached that climax—and it is not too much to say that two centuries will suffice for it—will it be possible to deny, from one end of the globe to the other, that the world is Anglo-Saxon ?

"Neither Russia nor united Germany, in supposing that they should attain the highest fortune, can pretend to impede that current. Such things nor prevent that solution—relatively near at hand—of the long rivalry of European races for the ultimate colonisation and domination of the universe. The world will not be Russian, nor German, nor French, alas ! nor Spanish. For it can be asserted that since the great navigation has given the whole world to the enterprise of European races three nations were tried one after the other by fate to play the first part in the fortune of mankind, by everywhere propagating their tongue and blood by means of durable colonies, and by transforming, so to say, the whole world to their own likeness. During the sixteenth century it was rational to believe that Spanish civilisation would spread all over the world ; but irremediable vices soon dispersed that colonial power, the vestiges of which still covering now a vast space, tell of its ephemeral grandeur. Then came the turn of France, and Louisiana and Canada have preserved the sad remembrance of it. Lastly England came forward ; she definitivey accomplished the great work, and England can disappear from the world without taking her work with her, without the Anglo-Saxon future in the world being sensibly changed. Even in supposing that Russia should possess Constantinople, she will never be able to balance the naval power of the Anglo-Saxons, and her military progresses on the Asiatic continent will be at once stopped when she happens to meet either England in India, the United States or Australia in China. Further more, no power, however grand and potent, can pretend to firmly extend its race and blood by domineering over and deriving profit from submitted people, when it is impossible to assimilate them, or to expel them from their native soil, or to replace them on that soil. For instance, had the colonising work of England been confined to make profit of India, there would not be any reason, even now, that the world should belong to the Ango-Saxon race. We must always distinguish a factory from a colony worthy of her name. India is but a factory, but Northern America, populated with emigrants, has been an English colony, as Australia is now, and it is through those two strong branches that the English race has taken possession of two continents. Russia could not do that, even in the supposition that her good fortune should encounter no obstacle. Firstly, there is nothing to prove that the Russian race is naturally emigrant and colonising ; besides, the countries which can be usefully colonised, and that can be still occupied in the world, are without importance compared to the two American and Australian continents invaded and definitively acquired by the Anglo-Saxons.

"And it is owing to the second motive that United Germany cannot entertain the hope to counterpoise the Omylo-Saxon in the remainder of the world ; for, on the one hand Germany is popular and prolific for emigrants, and on the other—supposing that her great fortune should be completed according to her own wishes—she would have with Holland (as she has already with Hamburgh) a navy and a population of sailors at her disposal. But Holland could bring to United Germany but factories like Java and Sumatra, and could give no space proper to the foundation of a truly German colony. Therefore it is very probable that the tide, so rich of German emigration, would continue to flow, without any profit for the metropolis, into the reins of the United States of America, which have absorbed them till now. Moreover, should Germany, always jealous and proud, resolve to direct that tide of emigrants towards some war colony over which her flag should wave, that war state, the situation of which is not easily to be ascertained, would never counterbalance the American and Australian continents, henceforth belonging irrevocably to the Anglo-Saxon race.

"Thus we can foretell through imagination that future situation of the world, and glance at that picture, the main lines of which are, so to say, already sketched by the hands of fate. And if we are inclined seriously to ask ourselves in what time earth shall have taken that new form, we shall easily perceive that two centuries are scarcely necessary to bring to its apogee the Anglo-Saxon grandeur in the Oceanian region as well as on the American continent. That greatness once established, no one shall be able to menace it from without, like that Rome, which was surrounded on every side by a barbarous world. There are no more barbarous nations, and the race which will be invested with the guidance of mankind will have to fear neither the competition nor the appearance of a new race.

"At all events, what is the part of France in that pacific or warlike future ? If a great political and moral change does not occur in our country ; if our population, obstinately bound to the native soil, continues now to increase with an extreme slowness, then to remain stationary, or to decrease, as happened during ten years, we will comparatively weigh in the Anglo-Saxon world as much as Athens weighed in the Roman. We will continue to be the most attractive and sought for society in Europe ; we will still shine with the most brilliant name in the assemblage of the Old States, as did ancient Athens amongst the cities of fallen Greece ; for Europe will then be, as a whole, very like Greece at the time of its weakness, and in supposing even that Germany may be able to dominate a long time over Europe, that domination, out of the European continent, would be put on the same level as the domination of Macedony. What people except Greece thought of it, over them the dazzling attire of Rome had risen in the horizon. Literature, wit, grace, and pleasure will then reside with us ; but life, power, and solid glory will reign elsewhere. Our language, manners, and writings will always be appreciated, and our history, which will have remained familiar to all enlightened men of this new world would afford to future generations, as the history of Greece did in the Roman schools, literary models to follow and political examples to avoid.

"Are we to accept without a mighty effort such a future ? and will it suffice to console ourselves about it, to say, as I often hear it repeated around me (not without a feeling of shame), that we are not to make ourselves uneasy on account of events to occur two centuries hence, and that we should deem ourselves very fortunate not to be obliged to personally witness the downfall of our country ? Withal, what are two centuries in the history of a nation in the supposition that events may not follow more rapidly ? Let us see how little two centuries affect the history of a nation ; let us see how widely that space—lengthy but in appearance—narrows itself, if one reckons the accomplished event and the vivacity of one's remembrances. Just two centuries ago—between 1667 and 1668—Louis XIV. conquered the Flanders and the Frank country ; Racine wrote 'Andromaque' and 'Les Plaideurs,' and 'Britannicus' in the following year ; Moliere gave 'Tartufe' to mankind. Do not those great events seem to us as if they had happened but yesterday ? Can we not easily return to that epoch through a few generations ? There is but one step between the actors of our revolution and Voltaire and Rousseau ; moreover, both were contemporaries of Fontenelli, who was only ten years of age when happened the wide conquests, when were accomplished the admirable works I have alluded to. That past which pursues us so close, ought to let us understand the imminence of the future. Shall we, after all, imitate Louis XV. when he said, 'After me the deluge ?' And shall we remain completely indifferent to the fate reserved to our grandchildren ?

"However, let us see what means are left to us to assume in that world so renowned a part longer than an honourable souvenir ; something else than the respect due to our past—that is to say, a material situation and a physical strength worthy of our legitimate prowess ; powerful enough to still command a certain consideration amongst the nations, and to surround the glorious name of Old France with sufficient respect. When the present chief of our country said that the rank of a nation was to be measured by the number of men she can put under arms, he only gave a form too absolute to a just idea ; for we must take into account the relative worth of the men as well as their number. For instance, Xerxes managed to put in the field a far greater number of men than Greece, and yet Greece vanquished Xerxes because her soul was greater. But when it is a question of nations equally civilised, and of brave citizens equally supported by the feeling of honour, that maxim becomes quite true ; and it is to the most numerous nation that inevitably belongs the military and political ascendancy, with all the material and moral advantages inherent in it. Therefore, all schemes and all hope to preserve to France her rank amongst the world, must be deemed as absolutely chimerical ; if those hopes and those schemes are not founded upon that maxim ! 'The number of Frenchmen must be increased rapidly enough to maintain a certain counterpoise between our power and that of the other great nations of the world.'

"Therefore, forty millions of Frenchmen, concentrated in our territory, cannot be a counterpoise to the fifty and one million of Germans that Prussia will perhaps concentrate on our frontiers, nor to the increasing population of Russia in a little longer time. But how much that figure of forty millions becomes insignificant when we reckon the total of men speaking the English language that will cover the world when the United States shall have attained their full development ; when the Anglo-Saxon States of the Oceania will have reached their complete prosperity ? How is it possible to ensure to us the necessary increase of population, and to find out consequently the augmentation of territory indispensable in order that the name of France shall still be respected throughout the world.

"Algeria would be the source of this new France ; and a hundred millions of Frenchmen, established on both sides of the Mediterranean, would resist the Anglo-Saxon current. If a great political and moral change does not take place in France ; if our population, obstinately attached to the rural soil, continues to increase with painful slowness ; so long as we remain stationary or decrease we shall weigh relatively in the same proportion in the Anglo-Saxon world as much as Athens did formerly in the Roman. Literature, wit, grace, and pleasure will reside with us ; life, power, and solid glory elsewhere."

GOVERNMENT BY MILLIONAIRES.

(Pall Mall Gazette.)

A well known passage in Gibbon's history describes how, when the dignity of Roman Emperor was openly put up for sale to the highest bidder, a rich senator, who was tranquilly enjoying a luxurious supper, was instantly persuaded by his wife and his daughter that nobody deserved the throne so well as he, and so he went forthwith to buy it. His bid was the highest, and he won the dangerous prize. History is repeating itself. If we may believe the frank assertions of election agents, political attorneys, and acute and experienced wire-pullers, cash is once more to be the test of governing capacity. It is to be as hard for a poor man to get into the House of Commons as for as rich man to enter the kingdom of heaven. As of old, the rich man is prevented from eating his supper in peace by the ambitious importunities of wives and daughters. If he is not particularly anxious to be a member of Parliament, they at any rate are anxious to have a member of Parliament for a husband or a father. As the wretched Julianus was sent forth to squander his money among the Roman soldiers in order to get a dignity which could do neither him nor his country any good, so many an unfortunate Englishman is at this moment being egged on either by his own unconsidered ambition, or by that of somebody else, to squander his money in winning an honour which he will not know what to do with when he gets it. The Doric jestings of the rable and the terrific bastinado of the local Pott or Slurk, the hard necessity of universal complaisance, the labour and worse of saying the same set of things day after day and night after night to uproarious crowds, the severest labour of all of cramming his mind with the rightsetofthings to say, and steering clear of the *wrong* set—all that many scores of men are at this moment preparing to confront for no better reason than a conventional desire to get into what will be to them neither more nor less than a distinguished London club, with the tiresome disadvantage that constant speechmaking goes on in it. A seat in the House of Commons is regarded every day more and more habitually as simply the complimentary crowning of a successful career in commerce. It is an end in itself, an ornamental climax to fortunate trading. The laurel is barren of fruit, and the victorious merchant binds it round his brow without any notion to what further purpose he may usefully put it. He has a general conviction that as he who drives fat oxen should himself be fat, so every legislator for a rich nation should himself be rich. The kind of things which legislators do either in a crisis, or in ordinary and stable times, he does not know and has not thought about. Indeed, legislation is not the point of view from which he is accustomed to regard the position of the legislator. Legislation means a business which to be done well implies an immense amount of special labour ; but the title of legislator is held by a good many candidates whom we could easily point out to be a merely honorary distinction, conferred by intelligent electors upon their enterprising fellow-townsman who has been most successful in the exportation of calicos, or the importation of teas, or in making things out of iron. They look upon being made a member of Parliament as they look upon being made a deputy lieutenant. It is a self-ending reward of superior success in trade. The office of deputy lieutenant was once of a military character, but all that it implies now is the privilege of appearing on great occasions in very amazing clothes, and the right of sticking a cockade on to a servant's hat. And the office of legislator seems gradually falling into precisely the same category in more constituencies than we care to count. Men no more found their aspirations to this upon their capacity for understanding, and forwarding a national policy than they found their claims to the honour of being deputy lieutenant upon their being able to command a brigade in an engagement.

Nobody but a very foolish person will deny that rich manufacturers and merchants are honourable and useful members of the community. Nobody with any sense, either, will deny that it is desirable to have them amply represented in the House of Commons. But this bestowal of legislative posts as mere honorary decorations on so large a scale as the next elections promise is the very reverse of desirable. The qualities demanded for success in cotton and iron are not those demanded for success in criticising legislative measures or in controlling a policy. Or perhaps one should say that the same qualities are required, but those others are required also. Industry, perseverance, the power of directing one's efforts in a single line to a single aim, without forgetting others lines and aims, the habit of watching and forecasting circumstance—these and the rest are useful anywhere. They are not more required for a merchant than for an ambassador ; yet who would pretend that anybody who had made a fortune out of cotton-spinning is therefore good enough to be a diplomatist ? The field in which the qualites are to be exercised makes all the difference. A greengrocer to command success in his business must display diligence, attention, and tact ; yet would anybody think it wise to despatch a man who had only shown these virtues in the humble field of greengrocery to conduct a delicate negotiation at Paris or Washington ? A mere change in the size of affairs makes a change in their kind also, and in the nature of the qualification proper in the men who have to deal with them. To have a good eye for the turn of the market does not necessarily imply that you have a good eye for the way that social forces are moving. To have a very fervent and sincere desire to make your fortune is not by any means the same thing as to have a fervent desire for the moral greatness of your country. To have caused a great deal for one's own interest is no guarantee that one should care for the interests of other people To be able to drive a sharp bargain is not necessarily to have the power of appreciating a grand policy. These things are so obvious as to seem hardly worth saying, were it not that we see them overlooked every day in the tacit understanding, which candidates assume and local juntos accept, that success in private business is really a reason for anticipating success in the conduct of the national business, As if a session of the House of Commons were no more than a court of the Bank of England or a meeting of a railway board ; as if members of Parliament were only directors of a great insurance company or any other association formed with a view to dividends. If the object of a national government were dividends, the men whom many of the constituencies are running after would deserve confidence. If the British empire were a joint-stock company for making and exporting calico, or for making foreign railways, or for turning pig-iron into gold, you could not have a more skilled and efficient set of managers than these men. But, as it happens, the empire is a political organization : the art of governing it with vigour and wisdom implies a political aptitude in its governors ; and how is political aptitude created by pursuits which turn exclusively on industrial or financial operations ? To be the biggest iron smelter or cotton manufacturer or shipowner in your neighbourhood, and to have arrived at the end of middle age without ever having thought of anything else seriously except iron or cotton, what proof have you here of that wide, alert, many-sided intelligence which statecraft demands ? To have smelted more iron than anybody in the kingdom, what proof is it of a capacity for understanding the considerations that ought to guide our policy in India ? To be a perfect admirable Crichton in grey shirtings and long cloths, what proof of a capacity for criticising the principles of army organization ?

But, it will be said, you do not want everybody who goes to Parliament to have an original and brain-new conception of policy, all spick and span ; the leaders must find that. The worthy ironsmelter and brewer and banker whom we propose to send to increase the collective wisdom of the nation, if they are not great men, are above all things discrect men, and you may depend upon it will follow the party leader to a marvel. True, but mark two points. First, by choosing men who are avowedly fit for nothing but to follow, you are doing your best to lessen the number of those who are fit to lead and to narrow the field of selection, thus doing all that in you lies to hinder the nation from having the best possible set of men at the head of its affairs. It is only on condition that each constituency chooses the best men to be obtained that the leaders in the House come to be the best men obtainable in the country. Second, what sort of a thing does parliamentary government come to if the House is to consist of, say, eight highly competent men, and 650 voting blocks ? The principle of this form of government is that it ensures the chance of a greater amount than any other of vigilant and efficient criticism on the management of national affairs. Is not every man returned to the House who is not competent to criticise anything beyond pig-iron, or beer, or shirtings, by so much a hindrance to the efficiency of the governing machine, a deliberate rusting of its parts ?

THE REPORTED INSULT TO THE BRITISH FLAG IN MEXICO.

American papers publish the following, dated San Francisco July 2 :—"Advices from Mazatlan to the 22nd of June report that a serious difficulty had occurred between Commander Bridge, of the English war steamer *Chanticleer*, and the Mexican authorities at that place. The *Chanticleer*, it is said, was in a perilous situation off the coast, and fired signal guns for assistance. A pilot went out and released the ship from her position of danger, but the commander of the steamer refused to pay the pilot for his services, and proceeded to Mazatlan. The collector of the port of Mazatlan was notified that one of the officers of the British war steamer was engaged in conveying specie on board to avoid the export duty, and caused his arrest. The officer's person was searched and a quantity of gold found upon him. The captain of the *Chanticleer* came ashore, and in a very excited manner declared that his vessel and himself had been insulted by the indignity offered to his subordinates. High words followed, which culminated in the arrest and search of the person of the British commander, by order of the collector, who asserted his suspicion that the commander also was implicated in smuggling specie on board of his vessel. Captain Bridge then went on board of the *Chanticleer* and notified the inhabitants of Mazatlan that he was about to bombard the city for the insult offered to the English flag. The captain's proclamation of hostility caused great excitement, and numerous communications in writing passed between Captain Bridge, General Corona, and the civil authorities. The United States Consul, Mr. Session, acting as mediator, ultimately induced the British commander to modify his proclamation so as to place the port of Mazatlan under blockade so far as Mexican vessels were concerned, until he could receive orders from the British Admiral commanding on his station. American and other foreign vessels would not be interfered with. It is asserted that the action of General Corona and the Mexican authorities is approved by the foreign residents generally. The United States war steamer *Suwanee* had left Acapulco for Mazatlan, to protect the American interests in that place. The United States steamer *Resaca* was at La Paz on June 21. Additional advices from Mexico state that Commander Bridge at first demanded that the officer who searched the person of his subordinate and seized the money should be sent on board the *Chanticleer*, to be dealt with as the commander saw fit. General Carona replied that sooner than submit to such an outrage he would allow the city to be bombarded, and telling him, in indignant language, that if he had a reclamation to make he should make it in the manner customary with civilized nations, and through the proper channel."

BANKS.

COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated by National Decrees of 7th and 8th March 1848 and by Imperial Decree of 25th July 1854.)

Recognised by the International Convention of 30th April 1862 and by Act No. VIII. of 1864, of the Legislative Council of India and by amended Act of 1867.

SUBSCRIBED CAPITAL £2,200,000.
PAID UP CAPITAL £2,400,000.
BEING CALLED UP £800,000.
RESERVE FUND £800,000.

HEAD OFFICE—Paris.

AGENCIES AT

Bombay, London, Calcutta, Hongkong, Shanghai, Bourbon, Saigon.

SUB-AGENCY.—Yakohama.

CORRESPONDENTS.

Madras, Pondichery, Singapore, Java, Mauritius, Egypt.

London Bankers.

THE UNION BANK OF LONDON and MESSRS. C. J. HAMBRO AND SON.

AGENTS IN SCOTLAND.

National Bank of Scotland.

The Bank grants Drafts and Letters of Credit and purchases and collects Bills, on the above places, and on all the principal Cities and Towns on the continent of Europe.

CURRENT ACCOUNTS.

These will be made up to the 30th June and 31st of December in each year, and if the balance shall not at any time during the half year have been below Rs. 1,000, Interest at the rate of 3 per cent. per annum will be allowed on the minimum monthly balances. No interest will be allowed above one lac.

Deposits for fixed periods are received at interest, particulars of which may be obtained at the Bank as also any information as to rules of business, &c.

DISCOUNTS, LOANS, &c.

The Bank discounts, approved Local Bills, grants Loans on Government Paper, Bullion, Bank Stock, and approved Shares and other Securities.

All Remittances to be endorsed " Pay Comptoir d'Escompte de Paris, or order." E. J. HARDCASTLE, Acting Manager.

9, Rampart Row, Bombay, 24th October 1867.

THE DELHI AND LONDON BANK (LIMITED)—Established in India 1844.

Capital *One Million Sterling*, in 20,000 Shares, of £50 each.—Paid up Capital £837,225.

HEAD OFFICE, LONDON.—J. C. PARET, Esq., General Manager.

BRANCHES :—Calcutta, Bombay, Delhi, Lahore, Allahabad, Mussoorie, Lucknow, and Jubbulpore.

London Bankers—Union Bank of London.

EXCHANGE.

6 months' sight	..	..at 1s. 11 1/8d. per Rupee.
4 do.	..	..at 1s. 11 7/16d. ,,
3 do.	..	..at 1s. 11d. ,,
2 do.	..	..at 1s. 10 15/16d. ,,
1 do.	..	..at 1s. 10 7/8d. ,,
On demand	..	..at 1s. 10 15/16d. ,,
On Scotland and Ireland		..at 1s. 10 3/4d. ,,
Circular Notes		..... 1s. 10½d. ,,

No Drafts at four months' sight are granted for sums under £50 Sums under £20 are only drawn for on demand.

CURRENT ACCOUNTS

Are made up to the 30th June and 31st of December in each year, and if the balance has not any time during the half year been below Rs. 1,000, Interest at the rate of 2 per cent. per annum is allowed on the minimum monthly balances. No interest is allowed on sums above one lac

FIXED DEPOSITS.

Subject to 3 months' notice of withdrawal 3 per cent. per annum
6 ditto 4 do.
12 ditto 6 do.

Any further information as to Rules of Business, &c., may be had on application to the Manager.

Remittances to be endorsed thus :—" Pay to the Delhi and London Bank Limited, or order."

Hours of Business—10 to 3 : Saturdays, 10 to 1.

G. W. BOOKER, Manager,
Delhi and London Bank, Limited.

Bombay, 23rd July 1868

AGRA BANK (LIMITED).

CAPITAL £1,000,000 (ONE MILLION STERLING.)
IN 100,000 SHARES OF £10 EACH.

HEAD OFFICE—NICHOLAS LANE, LOMBARD STREET, LONDON, E.C.

EDINBURGH BRANCH—17, ST. ANDREW SQUARE

BRANCHES IN INDIA.

CALCUTTA	BOMBAY
MADRAS	KURRACHEE
AGRA	LAHORE

The Bombay Manager grants Bills of Exchange at the current rates :—

No drafts at six months sight are granted for sums under £20 and sums under £20 are only drawn for on demand.

Interest.

On Deposits repayable on demand will be credited half yearly (on 30th June and 31st December) at the rate of 3 per cent. per annum on the minimum monthly balance not exceeding Rs. 1,00,000 upon all accounts the balances of which have not during the six months fallen below Rs. 1,000. When such has been the case, no interest will be allowed.

On Fixed Deposits subject to 3 months Notice of withdrawal 3 per cent. per ann.
Do. 6 do. 4
Do. 12 do. 5
Do. 24 do. 6

The Bank takes charge of Government Paper and other securities for constituents without charge.

All Drafts or Hoondies forwarded for realisation should be made payable to the Agra Bank, limited or order.

Hours of business 10 to 3, Saturday 10 to 1.

Bombay, 24th July 1868. EDWARD MORRISS, Manager.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

EXCHANGE.

The Bank grants Drafts on London, Scotland, and Ireland, Circular Notes negotiable in Egypt, Syria, and the principal Towns of Europe at the following current rates of Exchange :—

On London, at 6 mas' sight above	£60	1s. 11 1/8d. per Rupee
,, 4 do.	.....	1s. 11d. ,,
,, 3 do.	.....	1s. 10 15/16d. ,,
,, 2 do.	.....	1s. 10 7/8d. ,,
,, 1 do.	.....	1s. 10 13/16d. ,,
On demand	.....	1s. 10 3/4d. ,,
On Scotland do.	.....	
On Ireland do.	.....	
Circular Notes for the use of Travellers on the Continent and to Europe Overland at 7 days sight.		1s. 10 11/16d. ,,

The Bank purchases Bills and grants Drafts payable in Calcutta, Madras, Ceylon, Hongkong, Shanghai, Singapore, Penang, Mauritius and Yokohama.

The Bank also draws on the Branches of the Bank of New South Wales.

INTEREST.

On Deposit accounts payable on demand Interest will be credited half yearly, on 30th June and 31st December, at the rate of two per cent. per annum on the daily balance not exceeding one Lac Rupees.

ON FIXED DEPOSITS.

12 months	.. ..	4 per cent.
6 do.	.. ..	3 ,,
3 do.	.. ..	2 ,,

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies, without charge, and realizes interests and Dividends thereon on the following terms :—

If to be invited in Bank's Drafts, without charge.

If to be paid in India, a Commission will be charged of a ½ per cent.

On returning Government Paper or Share Certificates out of safe custody, or when sold on paying the proceeds of such sale in India, a commission will be charged of ¼ per cent. But if proceeds are remitted on the Bank's Drafts, without charge.

Commission charged on purchase and sale of Government Securities ¼ per cent.

All Letters should be addressed and Hoondees made payable to the Agent, Chartered Mercantile Bank.

Bombay, 24th July 1868.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

HEAD OFFICE—HATTON COURT, THREADNEEDLE STREET, LONDON.

INCORPORATED BY ROYAL CHARTER.
PAID-UP CAPITAL—£800,000.

Branches and Agencies—Bombay, Kurrachee, Calcutta, Rangoon Singapore, Batavia, Hongkong, Shanghai, and Hankow.

BOMBAY AGENCY.

EXCHANGE.

The Bank's Agency in Bombay grants Bills of Exchange on the City Bank, London, at the following rates, viz.

6 months' sight (on City Bank) at	1s. 11 1/8d.	per Rupee.
4 do.	.. .. at	1s. 10 15/16d. ,,
3 do.	.. .. at	1s. 10½d. ,,
2 do.	.. .. at	1s. 10 13/16d. ,,
1 do.	.. .. at	1s. 10 3/4d. ,,
On Demand (Head Office)		at 1s. 10 5/8d. ,,

INTEREST.

On Current Deposit Accounts will be credited half-yearly (on 30th June and 31st December) at the rate of two per cent on the daily balances from Rs. 1,000 up to Rs. 1,00,000. And on Fixed Deposits as follows :—

Repayable in one sum, at 3 months' notice, 3 per cent.
Do. 6 do. 4 ,,
Do. 12 do. 6 ,,

REMITTANCES.

The Bank's Agency realises Drafts or Hoondies on the Presidency for remittance to Europe in the Bank's Bills on London without charge.

All Drafts or Hoondies forwarded for realisation, to be made payable to the "Chartered Bank of India, Australia, and China, or order." When a remittance is to be made to a lady her Christian name must be given.

COMMISSIONS.

On the sale or purchase of Government Paper, Bank Stock, and other Securities, ½ percent.

The Bank receives Government and other Securities for safe custody free of charge, the Interest or Dividends thereon being credited to account, or remitted home in the Bank's Bills.

On Interest or Dividends, or proceeds of Securities by sale, ½ per cent. commission charged if the amounts be paid in India if remitted home by the Bank, no charge.

On delivering up Securities deposited for safe custody, ¼ per cent

Office hours 10 A.M. to 4 P.M. Saturdays 10 A.M. to 1 P.M.

Bombay, 25th July, 1868. JAMES DOUGLAS, Agent.

NATIONAL BANK OF INDIA LIMITED.

Established in Calcutta 1863, and Incorporated under the English Companies Act of 1862, 23rd March 1865.

AUTHORISED CAPITAL—TWO MILLIONS STERLING.

SUBSCRIBED CAPITAL .....£988,200.
PAID-UP CAPITAL as.....£464,100
RESERVE FUND .....£ 82,200.

HEAD OFFICE.

80, King William Street, London.

Branches and Agencies.

Calcutta, Bombay, and Madras.
Edinburgh Deposit Agency.
Agents.—Messrs. Dalmahoy & Cowan, W. S.
Glasgow Deposit Agency.
Agents.—Messrs. Couper Mackenzie & Innes, Solicitors.

BOARD OF DIRECTORS.

JOHN BORRADAILE, Esq., 26, Gloucester Place, Portman square.
J. R. BOYSON, Esq., late Solicitor to the Government of Madras.
R. O. CAMPBELL, Esq., of Messrs. Binny & Co. Madras, late President, Bank of Madras.
W. S. FITZWILLIAM, Esq., late Member of the Supreme Legislative Council of India.
W. E. FRERE, Esq., Bombay Civil Service, late Member of Council Bombay Government.
E. P. HARRISON, Esq., late Controller General of Accounts for India, and Government Director, Bank of Bengal.
R. W. WINGROVE, Esq., late of Calcutta.
CHIEF MANAGER,—R. O. SAWER Esq.

London Bankers.

The Bank of England
and
National Provincial Bank of England.
AGENTS IN SCOTLAND.
British Linen Company Bank.
AGENTS IN IRELAND.
Provincial Bank of Ireland.

RULES OF BUSINESS OBSERVED AT BOMBAY.

EXCHANGE.

The Bank grants Drafts on London, Calcutta, and Madras at the current rates of Exchange. It also negociates and collects Bills payable in those places. Instructions respecting Family Remittances are carefully attended to, and when requested, and the necessary particulars are furnished, the Bank will forward First Copy of the Bill direct to the parties in England.

CURRENT DEPOSIT ACCOUNTS.

The Bank opens Current Deposit Accounts and allows Interest at the rate of 2 per cent. per annum on customers' daily balances from Rs. 500 up to Rs. 100,000.

FIXED DEPOSITS.

The Bank receives Money, on Fixed Deposit, and allows Interest thereon as follows :—

On Deposits subject to 3 months' notice of withdrawal 3 per cent.
,, 6 ,, ,, 5 ,,
,, 12 ,, ,, 6 ,,

A Remittances should be made payable to the Manager National Bank of India (Limited), who will be glad to afford any further information respecting the Bank's terms of business.

By order of the Directors,
JAMES WINDRAM, Manager.

National Bank of India, Bombay, 1st July 1868.

SUN FIRE OFFICE.

ESTABLISHED 1710.

The undersigned grant INSURANCE against loss by FIRE on BUILDINGS and their CONTENTS, in BOMBAY and in the MOFUSSIL at current rates ; also on SHIPS in HARBOUR.

The rate on DWELLINGS in the SUBURBS of BOMBAY, and in the MOFUSSIL, has lately been considerably reduced.

Policies may be opened for longer periods than a year (as 13, 14, 15 months, &c.,) at rates proportionate to those for annual Policies.

FERL, CASSELS & Co., Agents.

WINES, SPIRITS, BEER &c.,

FOR SALE, BASS'S BEER, bottled by the London and Burton B. B. Co, just arrived, 4 dozen Quarts, Rs. 22,—8 dozen pints Rs. 28.

GRINDLAY, GROOM, & Co.,
Agents London and Burton B. B. Co.

FOR SALE, at the GODOWNS of the undersigned, *Ruinart Pere et Fils'* Champagne.

Green Seal. { Quarts.....Rs. 42 per dozen. Pints in 2 doz. cases ,, 21 ,,

Bombay, 25th June 1868. EWART, LATHAM & Co.

FOR SALE, at the GODOWNS of the undersigned,
Marrian's Beer, in 4 dozen Cases, Quarts, Rs. 5 per dozen.
,, 6 ,, Pints ,, 3 ,,
Bombay, 25th June 1868. EWART, LATHAM & Co.

FOR SALE, at the Godowns of the undersigned, SHERRY, in one, two, or three dozen cases. Price Rs. 24 per doz. Apply to J. P. CORNFORTH & Co.

1 Bruce Lane, Bombay.

FOR SALE,
SCOTCH WHISKEY, from the celebrated Glenmorangie Distillery (15 over-proof). Price Rs. 28 per dozen.
BRANDY, Leon DeBussy, first quality, Rs. 23 per doz.
,, second do. ,, 18 do.
SODAWATER MACHINE, by Hayward, Tyler, & Co.
LEMONADE BOTTLES.
Apply to G. B. GLADDING, Marine Street.

FOR SALE—

Cunliffe's Champagne,	Qts.	at Rs.	42 per doz.
Do.	Do. Pts.	,,	20 ,,
Do. Moselle	Qts.	,,	42 ,,
Do. Brandy		,,	41 ,,
Do. Sherry		,,	25 ,,
Do. Claret		,,	23 ,,
Ronaldson's Sherry		,,	22 ,,
Port Wine of 1815		,,	30 ,,
Do. of 1847		,,	24 ,,
W. McEwan's Beer	Qts.	,,	5 ,,
Do.	Do. Pts.	,,	3 ,,

REMINGTON & Co.

INSURANCES.

LONDON & ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

ESTABLISHED—1843.

MESSRS. JAMES, HARTLEY & Co., London Managers.

The undersigned is authorised to accept Risks on Precious Stones and other valuables sent through the Post in Registered Letters to London, and on Cargoes by Steamers and first-class Sailing Vessels at current rates of premium to England, and all Eastern Ports, claims being payable at the option of the assured in India, China, or London, according to the established usage of Lloyd's.

Rampart Row. G. F. HENRY, Agent in Bombay.

ROYAL INSURANCE COMPANY.—Capital £2,000,000 sterling Funds in hand exceed £1,000,000.

FIRE BRANCH.

	£	s. d.
Fire premiums 1862	300,690	15 11
Do. 1863	341,668	3 2
Do. 1864	406,403	13 10

Showing an increase over 1863 of..... 64,735 10

Policies covering risks on Merchandise and Buildings in Bombay continue to be granted by the above Company through their Agents. DETACHED BUNGALOWS AND HOUSEHOLD FURNITURE insured on very favourable terms.

LIFE BRANCH.

	£	s. d.
Life Premiums for 1860	 73,150	18 6
Do. 1862	105,703	1 11
Do. 1864	152,159	2 0

The unders